Log Book

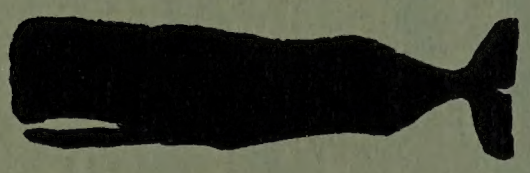
of S. E. H. Hatfield,

Wm. McConnell, Master

and D. D. Baxter, Master.

From June 15, 1880. to Aug 17. 1882.

Nicholson
Whaling
Collection



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Schooner E H. Hatfield
left Edgartown June 4th 1880
Capt Kirkconnell Master
on a whaleing voyage in
the North Atlantick. Ocean

June 4th 1880
one bbl Beef
one bbl Pork. 2
July 3d one
bbl Beef. — 1
July 22 Pork — 1
July 28 Beef — 1

June 28th 1880	2 11
the gages of water casks	2 12
Started one cask of Flour 144	1 8 6
July 3th " 3 got out water	1 3 5
July " 10 got out 3 bags of Flour	2 3 6
July 12 got out one bean	2 12
" got out water	2 11
" got Meal	2 12
July 22 - got out water	3 16
" got out Bread	1 9 7
" rice	1 6 8
" Sugar.	1 8 5
July 31 - " Bread	1
" Beans	2 12
" Coffee	1 30
" Vinegar	2 11
" Butter	1 11
" Flour	1 8 4
August - 2 " Molasses	2 11
" Sugar.	2 12
August 13 Meal	2 12
" Flour	2 11
" Pork.	1 26
" Beef.	
" Hams	
" Pickels	
August 24 Molasses	
Beef	
Sept 9 Beef	

Remarks on Board Schooner E H. Hatfield

Tuesday June th 15 1880

at 6 A M. got under way with light Baffin winds with cloudy weather Pilot on Board. Steward Deserted

Wednesday June 16

This day begins with light Baffin winds at 6 P M. the Pilot left gay head Bearing S S E. Distance 4 Miles Middle part calm last part fine breeze from S S E. Steering S S W. the watch employed in Stowing the anchors

Lat 40 42 N
Long 71 10 W.

Thursday June 17

This day begins with a fine breez from E S E. with Pleasant weather Steering S S W the watch employed in filling Boats Middle & last part of this day Calm at 5 A M. commenced to Break out the Main hatch

Lat 40 11 N

Friday the 18

This day begins with a calm & pleasant weather the watch employed in Ships duty at 5 P M. Loward the Boats for procedis

Remarks on Board Schooner E. H. Hatfield
1880

Middle & last part calm
the watch employed in
fitting Boats and outher work

Lat 40.04 N
Long

Saturday June 19

This day begins with a calm
with pleasant weather this day
the watch employed in fitting
Sakles Middle & last part light
breeze from S E to S S W with
pleasant weather heading S E by S
Saw a Ships Steering to the
westward

Lat 39.44 N
Long 71.44 W

Sunday June the 20

This day begins with a light
breeze from S heading S E by E.
the watch employed in Ships
duty Middle & last part light
& Veriable breezes with plesant
weather

Lat 39.12 N
Long 71.02 W

Monday June 21

first part fine breeze from
S W with pleasant weather
heading S by E. Middle & last
part fresh breezes from
W S W Steering South at 5
A M Saw a Brig Steering S E.

Lat 37.35 N
Long

Remarks on Board Schooner E. H. Hatfield

Tuesday June 22 1880

This day Begins with a fresh
Wind from S S W. Steering
South the watch employed
in Ships duty Middle & last
part fresh wind from W S W.
with a rough Sea on Steering
S by W Saw three Sails
Steering to the Eastward.

Lat 35° 44' N
Long 70° 00' W

Wednesday June 23

This day begins with a fresh
wind from W S W rough Sea
on Steering South the watch
employed in Ships duty
Middle & last part fresh Breez
from W to S S W heading S by W.
at 8 A M. Broke out the Main
hatch for provisions & water
one Man Below Sick portigee

Lat 34° 23' N
Long 69° 33' W.

Thursday June 24

This day begins with a fine
breeze from W by S heading S S W
rought sea on hazy weather
the watch employed in rigging
a cutling Stage Middle & last
part fine breze from W by S.
Steering by the wind heading S S W
the watch employed in Ships duty

Lat 33° 00' N
Long 70° 00' W

Remarks on Board Schooner E.H. Hatfield

Friday June th 25 1880

This day begins with a fine breeze from W S W with pleasant weather Ship heading S by W the watch variously employed Frank. Enes Sick Off duty Middle & last part wind from S W to W S W Steering by the wind heading S & S S W with light squalls of rain latter part fine weather the watch variously employed in Ships duty Frank. Enes off duty

Lat 31° 44 N
Long 70° 00 W

Saturday June th 26

This day begins with a fine breeze from W S W Schooner heading N W by W. the watch variously employed Middle & last part fine breeze from W S W with pleasant weather Steering by the wind heading N W by W the watch variously employed

Lat 32° 33 N
Long 70° 55' W

Sunday June 27

This day begins with a fine breeze from W S W heading by the wind N W by W the watch employed in Ships duty Middle & last part fine breeze from W S W heading S by W

Lat 31° 36 N
Long 71° 50 W

Remarks on Board the Schooner E. H. Hall

Monday June th 28 1880

This day begins with a fine breeze from W S W with fine weather heading S by W middle part fresh breeze from S W by W. heading S at 1/2 past 6 A M. last Ship last part the watch employed in Breaking out for Flour

Lat 31.30 N
Long 72.19 W

Tuesday June th 29

This day begins with a fresh breeze from W S W heading S by W the watch variously employed in Ships duty Middle & last part fresh breeze from W S W heading W by N the watch variously employed

Lat 32.00 N
Long 73.18 W

Wednesday June 30

This day begins with a fresh breeze from W S W heading N W by W the watch employed in Ships duty Middle & last part fresh breeze from S W heading W by N the watch variously employed

Lat 32.38 N
Long 74.36 W

Remarks on Board Schooner E. Ha. Hatfield

Thursday July 1st 1880

This day begins with a fresh breeze from S W with good weather at 5 P.M. tack Ship heading S by E. Middle part fresh breeze from S W heading S by E.

at 1/2 past 11 A.M. Spoke the Schooner Emma Jane of Edgartown 9 Months out with 425 bbls of oil.

Lat 3 - 08 N
Friday July 2d Long 74 - 37 W

This day begins with a light breeze from S W with fine weather heading S by E. in company with the Emma Jane. Middle & last part fine breeze from S W heading S by E. at 11 A.M. tacked Ship heading W by N Saw black fish the Emma Jane in Sight

Lat 31 - 34 N
Long 74 - 11 W

Saturday July 3

This day begins with a fine breeze from S W with good weather Steering a long by the wind heading S S W Saw porposes One Sail in Sight the watch employed in fitting the cutting gear Middle & last part of these 24 hours fresh breeze from S W heading S by E. the watch employed in Breaking out for Lat — 30. 45. bales of Beef Long 73 - 9 W

Remarks on Board Schooner E H Hatfield

Schooner Gracie M Parker

Sunday July 4 1880

These 24 hours commences with a fresh breeze from SW heading S by E. the watch variously employed. at Sunset Shortened Sail. Middle & last part Squally heading W by N Lat 30.21 N Long 73.30 W

Monday July 5

This day begins with a light breeze from SW by W heading South at 6 P.M. Tore Strip heading SW by W Middle & last part light variable breezes with Squalls of rain Steering W by N two Sails in sight—

Lat 30.01 N
Long 74.29 W

Tuesday July 6

This day begins with a light breeze from SSE fine weather Steering W by N the watch variously employed Two sails in sight Middle & last part— light variable breezes with fine weather at 6 A.M. Spoke the Schooner Gracie M Parker Province bound—

Lat 30 01 N
Long 74.40 W

Wednesday July 7

this day begins with a light breeze from SW heading W by N at 3 P.M. Saw black fish Lowered the boats for them at 4 Came on Board black fish out of Sight—

Remarks on Board Schooner E. H. Hatfield

Middle & last part light - wind from S W
with good weather Under Short Sail
the watch variously employed at 9 A M.
Spoke the Schooner Lottie E Cook
Province town 5 Months out with
20 bbls of Oil. at ½ past 11 A M.
Spoke the Schooner William Marlin
of Boston 6 Months out with 20 bbls
of Sperm

Lat 29.58 N
Long 74.40 W

Thursday July 8th 1880

This day begins with a fine breeze
from S W. Steering various courses
at 6 P M. Spoke the Schooner Rising
Sun Taylor Masters 6 Months out
60 bbls of whale 30 Sperm

Lat 30.16 N
Long 75.30 W.

Friday July 9

This day begins with a light breeze
from S W with pleasant weather
Steering by the wind at 6 P M Spoke
the Schooner Emma Saire of Edgartown
Spoke the Schooner William Marlin
Middle & last part Calm Middle &
last part of this day Calm 6 whaling
Schooners Sight the watch employed
in Setting up rigging

Lat 30.17 N
Long 75.07 W

Saturday July 10

This day begins with a Calm
the watch employed in Setting up
rigging Middle & last part Calm

Lat 30.10 N
Long 74.40 W

William Marshall
Emma Saire Rising Sun
Lottie E Cook
William Marlin

Remarks on Board Schooner E. H. Hewitfield

Sunday July th 11 1875

This day begins with a light breez from SW North fine weather Steering by the wind bending S & E. & whaleing Schooners in sight Middle & last part light airs & calms with pleasant weather 7 whaleing Schooners in sight at 11 A.M. Spoke golden City of New Bedford. Spoke the Schooners Agale and Ellen Rizpah of Province lown

Lat
Long

Monday July th 12

This day begins with a light breez from N W by W laying South by E. Middle & last part light breez from W the watch employed in Setting up rigging

Lat 29.88 N
Long 74 86 W

Tuesday July 13

This day begins with a light breeze from W Steering by the wind heading S W by S. the watch employed in Breaking out for provisions Middle & last part light-breeze from W Steering by the wind

Lat 29.49 N
Long 74.18 W

Remarks on Board Schooner E. H. Hatfield

Wednesday July 14 1858

This day begins with a light breeze from W Steering by the wind at 2 P.M. Saw Black fish going quick one Schooner and a Bark in sight — Middle & last part light breeze from W.N.W Steering by the wind three Sails in sight —

Lat 30.06 N
Long 74.18 W

Thursday July 15

This day begins with a light wind from W.S.W with fine weather steering by the wind at W by W at 4 P.M. Spoke the Schooner Surprise of New Bedford. Middle & last part light wind from W Steering by the wind two Sails in sight

Schooner Surprise

Lat 30.14 N
Long 74.03 W

Feriday July 16

This day begins with a fine breeze from W and fine weather two Sails in sight the watch variously employed in Ships duty Middle & last part light wind from W by S. with cloudy weather Steering by the wind the Watch variously employed

Lat 31.00 N
Long 74.32 W

Remarks on Board Schooner E. H. Hartfield

Saturday July 17 1880

This day begins with a fresh wind from W by S. Steering by the wind heading N W Sail in Sight Middle & last part fresh wind from W S W with a heavy Sea on heading a long by the wind under Short Sail.

Lat 31°37 N
Long 74°38 W

Sunday July 18

This day begins with a fresh wind from W S W with a heavy Sea on heading a long N W under Short Sail Middle & last part Squally with thunder and lightning heavy squalls of rain

Lat 32°10 N
Long 76°20 W

Monday July 19

These 24 hours begins with heavy Squalls of rain with thunder and lightning wind all round the compass. Middle & last part fresh breeze with cloudy weather wind S S W Steering by the wind & Sails in Sight

Lat 31°07 N
Tuesday July 20 Long 75°35 W

This day begins with a fresh breeze from S S W Steering by the wind at 6 P M. Spoke a Swedish Bark. Bound to Wilmington N C Put fellers on Board of her

Remarks on Board Schooner E. H. Hatfield
1880

Antarctic
N. F. Nightingale

Middle & last part fine breeze from SW with Pleasant weather steering by the wind at 12 Mid. day Spoke the Schooner Agate from Master
Lat 30.47 N
Long 75.18 W

Wednesday July 21

This day begins with a fine breeze from SW with Pleasant weather at 2 P.M. Spoke the Schooner N.F. Night at 1/2 past 4 Spoke the Schooner Antarctic all of Provincetown Middle part fresh breeze from SW with fine weather Steering by the wind at 5 A.M. commenced to Break out the Main hole for water and Provisions
Lat 30.43 N
Long 75.00 W

Thursday July 22.

This day begins with a fresh breeze from SE by S Steering by the wind heading S.S.W. all hands employed in Breaking out Starting water and trimming Ship got out Provisions Saw Porpoise Sail. Steering to the Eastward at 5 P.M. finished Middle & last part fresh breeze from SW. Steering by the wind 4 Sails in sight at 1/2 past 6 A.M. Spoke Lat 30.33 N
Schooner Sarah E. Lewis of Boston Long 75.21 W

Schooner Sarah E. Lewis

Friday July 23

This day begins with Squally weather at 3 P.M. took in the Mainsail heading by the wind E.S.E. three sails in sight

Remarks on Board Schooner E. H. Heathfield.
1850

Middle & last part fresh breezes from
it Steering by the wind heading SE by E.
three Sails in sight

Lat 30°50' N
Long 74°31' W

Saturday July 24

This day begins with a fresh
wind from S E. with cloudy weather
Saw the Schooner N B I Night with
his Boats down after whales
whales going quick to the SW
at 7 P.M. the Master of the Schooner
Amelia of New Bedford. Came on
Board after letters Middle & last part
Squally 4 Sails in sight

Lat 30°25' N
Long 74°54' W

Sunday July 25

This day begins with light baffling
winds with squalls & rain
the watch seriously employed in
Ships duty Middle & last part light
baffling Winds with squalls of
rain at 7 A.M. Spoke the Schooner
Amelia of New Bedford

Lat 30°35' N
Monday July 26 Long 75°23' W

This day begins with a light
breeze from S S W Steering W.
N W in company with the
Amelia 7 whaleing Schooners
in Sight Middle & last part
Squally 7 whaleing Schooners in
sight

Lat 30°35' N
Long 74°10' W

Schooner Amelia

Remarks on Board Schooner E. H. Hatfield

Tuesday July 27 1850

These 24 hours commences with heavy Squalls from S W. Six Sails in Sight heading a long by the wind S S E. Middle & last part wind from S W. with squally weather

Lat 30.38
Long 73.23 W.

Wednesday July 28

This day begins with a fresh breeze from S W with squally weather heading S S E. under Short Sail. 6 whalers in Sight — Middle & last part heavy Squalls of wind and rain no obser vashion

Thursday July 29

This day begins with light variable winds with Squally weather Middle & last part Squally weather heavy showers of rain no observation two Sails in Sight

Friday July 30

This day begins with light baffling winds with heavy showers of rain to sails in sight Middle & last part heavy Squalls of wind and rain with a heavy sea on

Latitude by a Count

Lat 30.40 S
Long 73.10 W.

Remarks on Board Schooner E H Hatfield.

Saturday July 31 1880

This day begins with a fresh breeze from S S W with heavy squalls of rain and a rough sea on one sail in sight Middle & last part fresh breeze from S S W heading S.E. by S. heavy squalls of rain

Lat 29.30 N
Long 72.5.8 W

Sunday August 1 1880

fresh breeze from W S W with cloudy weather Steering by the wind heading W W by W. the employed in Breaking out for Provisions Middle & last part light airs and calms with squalls of rain on Sail. in sight

Lat 30.05 N
Long 72.5.6 W

Monday August 2

This day begins with a light breeze from W W by W with cloudy weather heading S W by W. Middle & last part light variable breezes with squalls of rain

Lat 2.9.47 N

Tuesday August 3

This day begins with light variable breezes with squalls of rain one sail in Sight Middle & last part fine breeze from S E by S heading E Lat 30.05 N
Long 71.08 W

Remarks on Board Schooner E. H. Hatfield

Wednesday August 4 1850

This day begins with fresh breeze from SE & by S. by the wind steering E. the watch variously employed Middle & last part fresh breeze from SSE steering E. the watch employed in Ships duty

Lat 30°32 N
Long 69°41 W

Thursday August 5

first part of this day begins with a fresh breeze from SE by S Steering E the watch variously employed. Middle & last part fresh breeze from SE. with squally weather

Lat 31°24 N
Long 68°19 W

Friday August 6

This day begins with a fine breeze from SE by S. Ship heading E by N the watch variously employed on Bark in light Middle & last part light wind from SE. steering by the wind heading E by N the watch employed in Setting up rigging

Lat. 31°45 N
Long 67°44

Saturday August 7

This day begins with a light breeze from S E with pleasant weather Steering by the wind heading E by N Middle & last part light airs and Calm with pleasant weather

Lat 32°15 N
Long 67°20 W

Remarks on Board Schooner E. H. Hatfield

Sunday August th 8 1880

This day begins with a calm and fine weather the watch variously employed in Ships duty This day saw Porpoises that is the nearest we can come to a whale Middle & last part light airs and calms with fine weather

Lat 32:14 N
Long 66:02 W.

Monday August 9

This day begins with a light breeze from S SW Steering S E. one half in light - Middle & last part from S S W. with over Steering S E by E.

light breeze cast weather
Lat 31:30 N
Long 65 17 W

Tuesday August 10

This day begins with a fine breeze from S W with cloudy weather Steering E S E. Middle & last part fine breeze from W S W. with cloudy weather Steering E S E. the watch employed in Ships duty

Lat 30:56 N
Long 62:57 W.

Wednesday August 11

This day begins with a fine breeze from W with pleasant weather Steering E S E. Middle & last part fine breeze from W S W Lat 30:50 N Steering E. with fine weather Long 61:11 W

Remarks on Board Schooner E. H. Hatfield

Thursday August 12 1880

This day begins with a fine breeze from N.W. with pleasant weather Steering E. the watch variously employed on Ships duty Middle & last part light breze from N.W.1 Steering E.N.E fine weather At at ½ past 11 A.M. saw Sperm whales at 12 Mid day Steered the Boats whales going quick saw nothing more of them

4 Whales

Friday August 13

Lat 31.30 N
Long 60.07 W.

This day begins with a light breeze from E.N.E with fine weather at 6 P.M. the Boats came on Board saw no whales from the Boats Middle & last part light breze from W.N.W. with fine weather Steering E.N.E. the watch employed on Breaking out for Provisions

Lat 31.00 N
Long 59.17 W.

Saturday August 14

This day begins with a light breze from W.S.W fine weather Steering E.N.E. Middle & last part light airs and calms

Lat 31 23 N
Long 59.46 W.

Remarks on Board Schooner C. H. Hatfield.

Sunday August 15- 1880

This day begins with a fine breeze from S.W. Steering E by S pleasant weather Middle & last part light airs and Calms with squalls of rain

Lat 31° 25- N
Long 57° 44 W.

Monday August 16

This day begins with a light breze from S.W. by W. with squalls of rain Steering E. by E. Middle & last part light airs and calms with squalls of rain

Lat 31° 5-6 N
Long 5-6° 5-6 W.

Tuesday August 17

This day begins with light airs and calms saw grampuses at 4 P.M. a light breze Spring up from N E by N heading E by S. Middle & last part light airs and calms at 5- A M fine breze from S. Steering N by E

Lat 31° 54 N
Long 4-6° 10 W.

Wednesday August 18

This day begins with a light breze from S S E. with squally weather Steering E by N one sail in sight Middle & last part light airs and calms

Lat 32° 05 N
Long 4-5° 31 W

Remarks on Board Schooner E. H. Hatfield

Thursday August 19 1880

This day begins with light airs and calms with cloudy weather the watch variously employed in Stripe duty Middle & last part light airs and calms with fine weather saw a Bark Steering N.N.W

Lat 32°.20 N
Long 54°.57 W

Friday August 20

This day Begins with a light breeze from W. S.W. Steering E by S. pleasant weather at 3 P.M. Saw a Squid 10 feet long Middle & last part of these 24 hours light and variable with Pleasant weather Steering E & S E. at 7 A.M. Picked up a bble Sheets

Lat 32°.14 N
Long 53°.40 W.

Saturday August 21

This day begins with a light breeze from S & Steering by the wind heading S E by E. with pleasant weather Middle & last part light breeze from S & by E heading S S E. fine weather

Lat 32.30 N
Long 52.49 W.

Sunday August 22

this day begins with a fine breeze from S S E heading E pleasant weather

Remarks on Board Schooner E H Hatfield

Middle & last part fine breeze from
S E with fine weather Steering E & E.
at 11 A.M. saw Sperm whales at a great
distance Lowered the Boats at 12 Midday
Larboard Boat Struck. the iron came
out W. Boat Struck. got got capsize
on a count of Head line lost the
whale and 20 fathoms of line

Lat 33-15-1
Long 53 00 W

Monday August 23

This day begins with a fine breeze
from S E. in persute of the same
whales at 4 P.M. Boats came on Board.
whales out of sight Middle & last
part fresh breez from S E. Steering
by the wind at 9 A.M. saw Breaches

Lat 33 04 1
Long 51 57 W

Tuesday August 24

This day begins with a fresh breeze
from E S E. Steering by the wind
heading E by E. Middle and last
part fresh breze from E with
cloudy weather Steering by the wind
heading E by S.

Lat 33 04 1
Long 51 42 W

Wednesday August 25
This day begins with a fresh breeze
from E with cloudy weather
Middle & last part fine weather at 5 A.M.
saw three large whales at 6 A.M. the
Larboard Boat Struck one lost the whale
on a count of the iron Breaking

Lat 33 05 1
Long 51 20 W

Whales

Remarks on Board Schooner E H. Hatfield

Thursday August 26th 1880

This day begins with a fine breeze from S S E. with fine weather
at 3 P.M. saw a Shole of Sperm Whales going quick to the windward at 5 P.M.
Boats came on Board with out success
Middle & last part light wind from
the South Steering by the wind
heading S E by E.

Lat 33° 14' N
Long 59° 09' W.

Friday August 27

This day begins with a light breeze
from S S W with fine weather Steering
along by the wind heading S E by S.
Middle & last part moderate breeze from
S. S. W heading S E by S. pleasant
weather

Lat 32° 36' N
Long 59° 01' W

Saturday August 28th

This day begins with a light breeze
from W S W. with fine weather Steering
W E. Middle & last part Calm at 7 P.M.
Sent the fore sail down to repare
at 8 A.M. saw Whales Steward
the Boats

Whales

Lat 32° 05' N
Long 59° 19' W

Sunday August 29

This day, begins with a calm Boats
of whaleing at 1 P.M. W Boat got
a small Whale at 4 took him to the
Ship at 6 P.M. commenced to cut
the whale at 8 finished cutting

Remarks on Board Schooner E H Hatfield

Middle part calm with fine weather the watch employed in cutting up the whale last part wind N W

Lat 32°35 N
Long 50°10 W.

Monday August 30

This day begins with a light breeze from N W with fine weather saw tow sails the watch employed in Mincing the whale Middle & last part light airs and calm at 4 A M. commenced to Boil the whale

Lat 32°9 N
Long 50°20 W.

Tuesday August 31

This day begins with light airs and calms at ½ past 8 P. M. finished Boiling Middle & last part calm at 6 A M. commenced to stow down Oil. at 8 finished

Lat 32°04 N
Long 50°30 W.

Wednesday September 1

This day begins with a calm the watch seriously employed Middle & last part light breeze from S S W. the watch employed in Ships duty

Lat 32°5-0 N
Long 50°25 W

Memoranda on Board Schooner E H Goodspeed

Thursday Sept 2 1880

This day begins with a moderate breeze from S S W. with pleasant weather Middle & last part fine breeze from S S W steering a long by the wind

Lat 32.38.
Long 47.42

Friday Sept 3

This day begins with a fine breeze from S S W Steering by the wind Middle & last part light breeze from S S W Steering by the wind heading S E by S.

Lat 33.34.1
Long 49.29 W

Saturday Sept 4

These 24 hours begins with a light air from S S W with fine weather Steering along by the wind at 1 P M. Sent down the fore topmast Middle & last part wind from W to W S W with fine weather the watch employed in Ships

Lat 31.50 N
Long 49.39 W.

Sunday Sept 5

This day begins with a fine breeze from W with fine weather Steering E. Middle & last part moderate Breeze from N Steering by the wind

Lat 30.43 N
Long 49.47 W

Remarks on Board. Schooner E. H. Hatfield

Monday September 5 1850

This day begins with a light wind from N.N.E. Steering by the wind Heading N.E. by E. fine weather Middle & last part Calm one Sail in sight

Lat 31.45 N
Long 50.23 W

Tuesday Sept 7

This day begins with a Calm fine weather, one Sail in sight Middle & last part Calm at 6 P.M. Saw Sperm Whales going quick to to the S.E. at 1/2 past 6 P.M. Loward the Boats for them

Whales

Lat 31.20 N

Wednesday Sept 8

This day begins with a Calm Boats off chasing Whales going quick at 2 P.M. Larboard Boat darted & Mist the Whale at 5 P.M. Boats came to the Ship without success Middle part Calm last part light breze from E.S.E. Steering along by the wind the watch employed in Breaking out for water and filed 4 cask with salt water

Lat 31.23 N
Long 50 25 W

Thursday Sept 9

This day begins with a light breze from E.S.E. steering by the wind at 5 P.M. finished Stowing of the Main hatch

Journal on Board Schooner C. H. Halsted

Middle & last part light airs and calms
with pleasant weather Steering off N

Friday Sept 10 1880 Lat 31.34
Long 5.033

This day begins with a fine breeze
from E. running off N the boat
Previously employed in Ships duty
Middle & last part light airs and calms

Saturday Sept 11

Lat 31.59 N
Long 5.0.27 W

This day begins with a light breeze from
NE heading E by S. pleasant weather
Middle & last part wind E by N
with fine weather Steering by the
wind

Sunday September 12 Lat 32.16
Long 57.04 W

This day begins with a fine breeze from
E by N with fine weather Steering by
the wind heading SE. Saw a Steame
Steering off W N W. Middle & last part
light airs and calms with equally
weather

Lat 31.38 N
Long 50 5.9 W

Monday Sept 13

This day begins with a calm with
squalls of rain Middle & last part
light airs and calms with squalls of
rain and thunder & lightning

Lat 31.30 N
Long 5.0.42

Remarks on Board Schooner E. H. Hatfield.

Tuesday Sept 14 1880

This day begins with light airs from S E by E. with squally weather Middle & last part Calm with cloudy weathers

Lat 31.00 N
Long 51.00 W

Wednesday Sept 15

This day begins with a Calm with cloudy weather Middle & last part light breeze from S E. heading E by N

Lat 31.36 N
Long 50.54 W

Thursday Sept 16

This day begins with a light airs from S E with pleasant weather Steering by the wind heading E by N Middle & last part light Breeze from S E with fine weather heading E by N

Lat 32.18 N
Long 49.49 W.

Friday Sept 17

This day begins with a fine breeze from S E. with pleasant weather heading E by N saw a Steamer and Ship Steering to Westward Middle & last part fine breeze from S E. with pleasant weathers

Lat 32.55 N
Long 50.54 W

Remarks on Board Schooner E. H. Ratfield

Saturday Sept 18 1880

This 24 hours begins with a fine breze from S.E. with pleasant weather Steering S.W. the watch variously employed. in Ships duty Middle & last part fine breeze from S.E by E. with pleasant weather

Lat 32.37 N
Long 64.24 W

Sperm whales

Sunday Sept 19

These 24 hours begins with light airs and Calms Middle & last part fine breeze from S S E with good weather at 1/2 past 6 A.M. saw Sperm whales at 1/2 past 6 A.M. Lowered two Boats W Boat Struck Larboard Boat got Stove

Lat 32.36 N
Long 64.10 W

Monday Sept 20

This day begins with a fine Breeze from S with Cloudy weather at 1 P.M. took the whale to the Ship and Commenced to cut the whale at 6 P.M. quit cutting Middle and last part Blowing fresh from S S E. to N W Set 6 A.M. put two whale lines on the whale and let him go out the whale laying By the lines 25 fathoms

Lat 33.15 N
Long 47.33 W

Remarks on Board Schooner E H Hatfield

Tuesday Sept 21 1880

This day begins with a fresh gale from N by W with cloudy weather lying by the whale two boat lines fast to the whale. Middle & last part Blowing fresh from N by E.

Lat 32:48 N
Long 49:40 W

Wednesday Sept 22

at 12 Mid day more moderate commenced to cut the whale at 6 P M finished cutting the Body to drought to cut the head at 9 P M. commenced to Boil Middle & last part more moderate Middle & last part all hands employed in Boyling and cutting up the whale

Lat 32:12 N
Long 49:54 W

Thursday Sept 23

This day begins with a moderate breeze with a heavy swell on all hands employed in Boyling and cutting up the whale Middle & last part calm with a heavy Swell on at 6 A M. commenced to cut the head found it Bad Blasted

Lat 31:40 N
Long 49:54 W

Remarks on Board Schooner E H. Hatfield

Friday Sept 24 1880

This day begins with a calm heavy Swell on employed in Boiling. Middle & last part the same.

Lat 31.28 N
Long 4-0 10 W

Saturday Sept 25

This day begins with a calm at 12 Mid day finished Boiling the watch employed in Cleaning up. Middle & last part Calm the watch employed in Stowing down Oil.

Lat 31.46 N
Long 50 38 W

Sunday Sept 26

This day begins with a light air from N heading N E by E. the watch employed in Cleaning Ship Middle & last part light airs and calms with fine weather at 1/2 past 11 A M. saw a Sperm whale three Miles off

Lat 31.4.7

Monday Sept 27

This day begins with a light breze from N N W with fine weather at 1/2 past 1 P M. lowered three Boats at 6 came on Board with out success whale saw the Boats

Kamschatkan Board Schooner E. Ha. Heathfield

Middle & last part light breez from N^r E. with fine weather at 1/2 past 6 A.M. saw Sperm whales at 1/2 past 7 lowered the Boats for them Long 5.2.10
Long 5.0.20

Tuesday Sept^r 28

This day begins with a fresh breez from N^r E with cloudy weather at 1 P.M. the Boats came to the Ship without success Whales going quick. Middle & last part fresh breze from N^r E at 6 A.M. saw Sperm whales at 1/2 past 7 lowered. the Boats at 9 Struck. W Boat and Starboard Boat at 1/2 past 11 took. them to the Ship

Lat 31.53.7
Long 4.0.48

Wednesday Sept^r 29

This day begins with light airs airs calms at 1 P.M. commenced to cut the whales at 1/2 past 6 finished cutting the whales at 7 set the watch the watch employed in cutting up the whale Middle and last part Calm employed in Boiling out the whales

Thursday Sept^r 30 Lat 31.5.2
Long 57.11.30

This day begins with a light breeze from N E with light airs from at 8 employed in Boiling

1860

Remarks on Board Schooner E H Holfield

Middle & last part of these 24 hours Calm with pleasant weather at 8 A.M. finished Boiling the whale the watch employed in Stowing down Oil

Lat 31°44 N
Long 51°06 W

Friday October 1

This day begins with a light air from N N E with fine weather the watch employed in Stowing down Oil Middle & last part Calm at 9 A M. saw a Sail Steering to the Westward

Lat 31°39 N
Long 50°59 W

Saturday October 2

This day begins with a fine breeze from E N E with fine weather heading N E by N the watch employed in Stripping duty — Middle & last part light airs Calms the watch employed in setting up rigging

Lat — 32°19 N
Long 5-0°21 W

Sunday October 3

This day begins with a light air from E N E steering by the wind Middle & last part fine breeze from S S E Steering by the wind heading E by S. fine weather

Lat 31°45 N
Long 5-0°5-9 W

Remarks on Board Schooner E K Hatfield

Monday October 4 1880

These 24 hours begins with a fresh breez from S S E. Steering by the wind heading E by S. fine weather Middle & last part squally weather with rought sea on

Lat 32.28 N
Long 49.34 W

Tuesday October 5

These 24 hours begins with heavy squalls of rain and wind with a rough sea on Schooner hove to under short sail heading N W by N 1/2 N Middle & last part fresh breez from W S W. with rough sea on

Lat 32.14 N
Long 49.11 W

Wednesday October 6

This day begins with a Moderate gale from W to W S W Schooner hove to under Short Sail heading to the south. Middle & last part fresh breez from S S W at 7 A.M. wore Ship heading W

Lat 31.54 N
Long 48.47 W

Thursday October 7

This day begins with a Moderate gale from S S W with cloudy weather hove to under short sail heading W

Remarks on Board Schooner E H. Hatfield

Middle & last part fresh gale from S S W with a heavy sea on heavy squalls Schooner hove to under Short sail heading W 1/2 S. Split the fore sail

Friday October 8 1880

These 24 hours begins with a fresh gale from S S W? with a rough sea on hove to under Short sail heading W 1/2 S. Middle part Blowing very heavy with a bad sea on last part more moderate

Lat - 32-40 N
Long 48-07 W

Saturday October 9

These 24 hours begins with a moderate gale from S W with thick squally weather at 1 P.M. repaired the fore sail at 1/2 past 2 Set the fore sail kept off. & at 7 P.M hove Ship heading S W Middle & last part wind S S W & E. at 7 A.M. kept off. W

Lat 32.17 N
Long 49.15 W.

Sunday October 10

These 24 hours begins with a fresh breeze from S S E. with squally weather Steering W. Middle & last part fine breze from S S E. with fine weather Steering W

Lat 31.50 N
Long 51.53 W

Remarks on Board Schooner E H Hatfield

Monday October 11 1880

This day Begins with a light Breeze from N.N.E. with fine weather Steering N.N.W. Middle & last part fine Breze from E.N.E. Steering W. squally weather

Tuesday October 12

This day begins with a fresh breeze from E.S.E. Steering N.N.W. at 4 P.M. wind from S by E. Steering N.W by N. and W. Middle part fresh gale from S.E with a heavy sea running last part more moderate Broke out the Main hatch for water and Oil.

Lat 33°05' N.
Long 67 15' W.

Wednesday October 13

This day begins with a strong breze from S.S.W to S.E. Steering W. the watch employed in repairing the fore Sail Middle & last part fresh breze from S Steering W.

Lat
Long

Thursday October 14

This 24 hours Begins with a fresh breze from S with squalls of rain and thunder and lightning Steering N.W by N. Middle & last part fresh breze from S with heavy squalls Steering N.W by N. at 11 A.M. put two reefs in the foresail

Remarks on Board Schooner E. Hatfield

Friday October 15th 1880

This day begins with a fresh breeze from S/E. at 1 P.M. hove two heading S'W by S. Blowing fresh heavy sea on at 6 P.M. Blowing a hurricane lost fore Boats fore davits lost the fib at 7 Slipt a very heavy Sea lost twenty five feet of Main rail Bulwarks and Stanchions lost fore boom and Split the fore sail and two Sterm Davis and 6 Takle Blocks and falls Middle part Blowing heavy Slipt a grate Deal of water Schooner leeking quite Bad last part more Moderate heavy sea on Schooner leeking
at 8 P.M. bent a fib and set the trisail

Lat 31.12
Long 60.34-W

Saturday October 16th

This day more Moderate heavy sea on hove to under a trisail and fib the watch employed in repairing Damages Middle & last part fine breez from N by E. Steering by the wind heading N'W and N'W by W the watch employed in clearing the rack.

Lat - 31.11 N
Long 62.30 W

Sunday October 17

These 24 hours commences with a fine breez from N by E. Steering by the wind heading N'W and N'W by W

Remarks on Board Schooner E H Hatfield

Middle & last part light airs and
Calms with pleasant weather
Lat 31.26 N
Long 63.10 W

Monday October 18

These 24 hours commences with
a calm with pleasant weather
Middle & last part calm with
fine weather the watch employed
in Breaking out the hole for
water and provisions
Lat 31.32 N
Long 63.19 W

Tuesday October 19

These 24 hours begins with a
Calm with fine weather the
watch employed in Ships duty
Middle & last part light airs and
Calms

Wednesday October 20

These 24 hours commences with
a fresh breeze from N E with
Squally weather at 1 P M. saw
land the Island of Bermudas
the East end Bearing N W by N
Distance 24 Miles at 4 P M. the
West Point Bearing N the East
Point Bearing E N E. Distance
from the North Point 12 Miles
Steering N W by W. Middle & last
part Fresh breze from N E b. E.
with cloudy weather Steering N W
by N

Lat 34.10 N
Long 66.14 W

Remarks on Board Schooner E. H. Hatfield

Thursday October 21 1880

These 24 hours commenced with a fresh breze from N E by E. fine weather Steering N W by N Middle & last part light breze from E & N E with fine weather Steering N W by N

Lat 35° 07 N
Long 67° 24 W

Friday October 22

These 24 hours begins with a light breeze from E. with cloudy weather Steering N W by N Middle part fresh gale from E S E. with heavy squalls of rain. Steering N N W last part Blowing heavy

Saturday October 23

These 24 hours Begins with a fresh gale from the South with heavy squalls of rain Steering N W by N. Middle & last part fresh gale from S S W with very squalls Steering N W by N

Lat 39° 22 N
Long 70° 80° W

Sunday octobes 24

These 24 hours begins with a fresh gale from W S W with heavy squalls at 3 P M. blowed a way the Fib Slip heading N W Middle & last part fresh gale from N W at 10 A M. split the fore sail. hove to under a try sail heading S W by W

Remarks on Board Schooner E. H. Hatfield

Monday October 25- 1880

These 24 hours begins with a fresh gale from N.W. with cloudy weather saw number of Sails all Steering various courses Middle & last part fresh breeze from N.W. heading W.S.W. the watch employed in repairing the Fib at 9 A.M. Rent the Fib and in Bent the fore Sail for repair

Lat 39.26 N
Long 70.14 W

Tuesday October 26

These 24 hours Commences with a fresh breeze from N.W. with fine weather the watch employed in repairing the fore sail. at 3 P.M. tack Ship heading N.N.E.

Log Book of Schr E. H. Hatfield
kept by David B Sprague Commencing
Dec 30/1880

Nantucket Time

Tuesday Dec 30 ...

Remarks as observed by E H Hatfield

Wednesday Dec 8th

First part of these 24 hours strong
breezes and squalls from the W W
veering to the N and to the S W Middle
& Latter part the same

Lat 31=55' N
Long 70=18 W

Thursday Dec 9th

First part of the 24 hours strong
breezes and squalls & cloudy so
as not to get observations
Middle and latter part the same

Lat 31=50 N
Long 71=38 W

Friday Dec 10th

First part of the 24 hours squalls
& rain & hail & W to W W veering
by the N to the S W Middle & latter
part calm & W Breeze & rain

Lat 31=46 N

Saturday Dec 11th

All these 24 hours a gale from the
W W to W S W & W under
reefed sail & T. sails standing to
the S E

Lat 30=05 N
Long 73=50 W

Sunday Dec 12th

First part of these 24 hours a
gale from the W W to W S W
under reefed sail Middle part
fair & cold rain and Moderating
latter part light winds from variable
points and a heavy cobble from the S W
to E sail in sight

Lat 30=00
Long 74=28 W

Remarks onboard Schr E H Satterlee of Edgartown

Monday Dec 13th

First part of these 24 hours light airs & calms from various points middle part light baffling winds and rain one sail in sight at sunset & various Gales

Lat 36 - 26 N
Long 74 = 41 "

Tuesday Dec 14th

First part of these 24 hours light airs and calm at 4 P M Lat & Long as yesterday noon the heading to the N E three sails in sight All the afternoon - latter part a sail on different tacks both part light baffling winds from the W to W S W & S W the Emma C Jane & Nancy Bryers of Cuttyhunk

Lat 36 - 27 N
Long 75 - 06 "

Wednesday Dec 15th

First part of these 24 hours light Breezes and fine weather from the W heading by the wind to the S W middle part the same Latter part light breezes and squally from the W & W steering S & the E S E - ney

Lat 36 - 38 N
Long 75 - 06 "

Thursday Dec 16th

First part of these 24 hours strong Breezes and squally steering S by E in company with the Emma Jane at sundown shortened sail and hauled to the S W Middle part the same Latter part light winds and variable and steered S S E

Lat 29 - 03 N
Long 74 - 06 "

Remarks enclosed Sch C. H. Thatcher

Friday Dec 17th

First part of these 24 hours Moderate Breezes and fine weather from the W/S W steering S S E increasing with the Emma Middleton Eastward Sail for the night heading to the S W Middle and the Latter part at daylight made Sail and Stood S by E the C Beginning employed at breaking out and other Jobb.

Lat 27-20 N
Long 72-54 W

Saturday Dec 18th

First part of these 24 hours Moderate Breezes and fine weather from the W S W heading by the wind to the S the Emma Jane increasing Middle & Latter part the same Sailed a number of Sails

Lat 25- 0 N
Long 72 - 52 W

Sunday Dec 19th

All these 24 hours light baffling winds from S S W to W heading by the wind to the S & S W the Emma Jane increasing

Lat 24 - 56 N
Long 72 - 36 W

Monday Dec 20th

First part of these 24 hours light Breeze from the S heading by the wind to the S & the Emma Jane increasing Middle part Calm with frequent Rain & squalls Latter part Fresh Breezes from the S S W heading by S

Lat 24 - 31 N
Long 73 - 10 W

Remarks Commenced Sch E. H. Hatfield

Tuesday Dec 21st

First part of these 24 hours Moderate Breezes from the S & S W heading by the wind to the W by S Middle part Squally Taking the Mainsail under Reef & Jib to the S & E and set Trysail Latter part Moderate Breezes from the W heading to the S W by S & the E J in company

Lat 41 24 = 20 Obs
Long 73 = 40 W

Wednesday 22

First part of these 24 hours Moderate Breezes from the W & W at 3 P M had a heavy rain Squall from the N W Steered S W by S at 4 P M Clear and Strong Breezes from the N W & W Taking the Reef out at Sundown Taking the Mainsail under Reef Trysail and Steered S W by S at 10 Hauled in for the Northward & Eastward Daylight Hauled out and Steered S W by

Lat 23 = 37 Obs
Long 74 = 30 W

Thursday 23d

First part of these 24 hours Moderate Breezes and fine weather from the E at 1 P M and Running bearing S W by S Distance 20 Miles at Sundown Tacked to the S E Middle part & Wind in the Night part of Daylight Kept off S W to Northward at 10 Hove to the Anchor in 4 fathoms Water in company with the Emma Gene

Friday Dec 24th

All these 24 hours Lying at Anchor All hands employed at various Jobs about the Vessell

Remarks onboard Schr P. H. Hatfield of Edgartown

Saturday Dec 25th

All these 24 hours lying at Anchor at Rum Key with fine Weather

Sunday Dec 26th

First part of these 24 hours lying at Anchor Middle part the same Latt 24 part at daylight got underway with a light Breeze from the Southward the Emma gave incampney

Monday Dec 27th

First part of these 24 light Breezes and fine weather Middle part the same Latter part at daylight got underway with a light Breeze from the Southward at noon Rum Cay Bearing S E 8 miles Dist

Tuesday Dec 28th

First part of these 24 hours light baffling winds and Squally from various parts and Hattings Island Bearing W 11 miles Dist at 4 P M heavy rain Steering W to pass the Island Middle part light Breezes and rain from the W Steering E & S Latter part light Breezes and fine weather lying by the wind to the W & W the Emma gave incampney

Latt
Long

Wednesday Dec 29th

First part of these 24 hours light Breezes from the S W Lieing by the wind to the S E at 2 P M Sand Stantifish Sailed past Chased without success Middle and Latter part light airs and Calms

Latt 24 = 37 N
Long 74 40 W

Remarks onboard Schr E H Hatfield of Edgartown

Thursday Dec 30th

All these 24 hours light airs and calm from variable points heading to the W & W the Emma Jane in company

Latt 24=59 N
Long 73-42 W

Friday Dec 31st

First part of these 24 hours Moderate from the N E & steering W & W by N Middle part the same latter part Fresh Breezes employed at breaking and pas Water and provisioned two Sails in sight

Latt 25=41 N
Long 74=44 W

Saturday Jan 1st 1881

All these 24 hours Fresh Breezes from the N E & steering W & W the Emma Jane in company

Latt N
Long 75=36 W

Sunday Jan 2d

First part of these 24 hours Fresh Breezes and fine weather steering W & W at sundown shortened sail Middle part wind & weather to the N Latter part at Daylight made sail and head to the N E from 7 to 9 Oclock thick and rainy have had at 10 Clear head by the wind to the N E at noon overcast

N & E

Monday Jan 3d

First part of these 24 hours fresh Breezes from the N N E heading by the wind to the E N E at sundown shortened sail Middle part the same latter part at 12 PM wind E N E made sail to the N at daylight made all sail

Latt 27=38 N
Long 75=05 W

Remained onboard Schr C H Hatfield of Edgartown

Tuesday Jan 4th

Wind 1st part of these 24 hours fresh breezes from the E Steering E to Middle part the same latter part Moderate Breezes from the E S E Steering W E the Emma Jane in company and the two Merchantmen

Lat 41 28 = 5 5
Long 75 = 10 W

Wednesday Jan 5th

First part of these 24 hours Moderate Breezes from the S E Steering E to Middle part lying too under Sail part Sail to the Latter part at daylight made all Sail and Steered E by E

Lat 41 29 = 38 E
Long 74 = 49 W

Thursday Jan 6th

First part of these 24 hours Moderate Breezes and fine weather from the S E Steering E at sunset Shortened Sail and Luffed to the wind to the Northward Middle part the same latter part fresh Breezes from the S W made Sail at daylight and Steered E by E the Emma Jane in company also saw two other Sails

Lat 41 30 = 16 E
Long 74 = 58 W

Friday Jan 7th

First part of these 24 hours fresh breezes and rain from the W by W Steering by the wind to the W by W under Sail Middle part these latter part wind ESE and fine weather at daylight made Sail and Steered by the wind to the E by S 4 Sails in sight

Lat 41 31 = 07 E
Long 75 = 00 W

Remarks on board Schr C H Hatfield of Edgerton

Saturday Jan 8th 11

First part of these 24 hours Moderate Breezes and fine weather from the Ct heading by the wind to the E & N with part middle & last part cloudy wind E & NE and rain at 8 A M saw the Emma Jane with her boats down bay & sloop and stood for her but saw nothing at 11 A M standing a gale and rain

Sunday Jan 9th 11

First part of these 24 hours a gale from the E & E with rain and heavy Sea running for various directions heading to the S & W under storm trail & Middle part wind heading to the S & E and still heading latter part wind S W and a heavy cross sea and still heading

Latt 31=50 N
Long 75=13 "

Monday 10th

First part of these 24 hours strong Breezes and ruggedly from the S W Middle part wore ship to the W Latter part at 10 A M wore ship to the S & still ruggedly

Latt 31=55 N
Long 75=25 W

Tuesday 11th

First part of these 24 hours strong Breezes and frequent squalls of rain Middle part the same Latter part at daylight wind heading to the W with thick raining weather at noon wind N & E and rain

Latt 31=54 N
Long 74=48 W

Wednesday 12th

First part of these 24 hours strong Breezes from the E & E heading by the wind to the S & Middle part strong Breezes and squally from N W wore ship to the W Latter part a gale lying under storm trail Latt 31=05 N Long 74=15 W

1881

Remarks onboard Schr. E. H. Hatfield of Edgartown

Thursday Jan 13th

First part of these 24 hours a Moderate gale from the W W trying under storm sail weather clear & cloudy Middle part Moderating latter part light Breezes and fine weather from the E made all sail and head to the W & S and two Pumps

Latt 30=51 N
Long 74=59 W

Friday Jan 14th

First part of these 24 hours light Breezes from the E S E steering W by S under all sail at sundown tacking said Middle part increasing winds and hauling to the S W latter part strong Breezes and squally steering W by S and Pumped 4 shifts

Latt 31=00 N
Long 74=10 W

Saturday Jan 15th

First part of these 24 hours increasing winds from the S W steering W & S at sundown tacking sail at 8 P M blowing a gale from the W S W have too under short sail Middle had a heavy squall and shift of wind to the N W latter part wind steady at N W and Moderating steering W & S

Latt 30=52 N
Long 73=22 W

Sunday Jan 16th

First part of these 24 hours Moderate Breezes from the N W steering W & S at sundown tacking sail and shifted to the wind to the W Middle part wind hauling to the S & E latter part wind S E steering N E under all sail and two sails

Latt 31=06 N
Long 73=30 W

Remarks on board Schr E H Hatfield of Edgartown

Monday Jan 17th

First part of these 24 hours Fresh Breezes from the S with thick hazzy weather steering W & C at sundown beating Said Middle and Latter part ditto W & W beating to the W & C under all Sail

Latt 31=31 N
Long Lan 73=35 W

Tuesday Jan 18th

First part of these 24 hours Fresh Breezes from the W & C steering to the S & E at sundown beating said Middle part the same Latter part ditto W & W & C steering W & W Sundry sails

Latt 31=38
Long 74=45 W

Wednesday Jan 19th

First part of these 24 hours Moderate Breezes from the S & E with thick Hazzey weather steering W & W at sundown beating said Middle part the same beating to the W Latter part at daylight make Sail & steered W & W several sails in sight

Latter 31=47 N
Long 75=30 W

Thursday Jan 20th

First part of these 24 hours Moderate Breezes from the S E and overcast steering W & W at 1 P M saw a pram Whales at 1.30 P M saw two three Boats and chased whales gaing Quick and different direction at 5 P M all three struck one boat parted Line at 10 P M took tide Whales alongside latter third and raising Latter part at 7 A M commenced cutting at noon finished cutting one Whale

Latt
Long

Remarks onboard Sch E H Hatfield of Edgarton

Friday Jan 21st

First part of these 24 hours Moderate Breezes from the S with thick rainey Weather employed at cutting at 1 PM finished and commenced clearing up the deck and cutting blubber at 4 PM commenced bailing at 6 PM weather clearing up and fine Breezesing from the S S W at Midnight Standing South and rugged put the most of the Blubber down in the Chains & Hatch Latter part at 4 AM to rugged to bail cast down marks at 5 A M veery vailent Squalls of wind and rain at 8 A M last the Starboard Boat by the Forerigret Davit reaking with everything in her but the fine so ends Standing South from the S W have too under Storm Sails

Latt 32 = 00 S
Long 76 = 04 W

Saturday Jan 22

First part of these 24 hours a gale from the S W have too on the Starboard tack under Storm Sails at 4 P M Moderateing a little Middle part Fine Moderateing Latter part Quite Moderate but a heavy Sea runing at daylight Commenced Bailing

Latt 31 = 46 S
Long 74 = 46 W

Sunday Jan 23rd

First part of these 24 hours Strong breezes from W S W heading by the wind to the S W employed at bailing Middle and Latter part the same

Latt 31 = 30 S
Long 74 = 40 W

Remarks answered Jobs C H Hatfield Esqr

Monday Jan 24th 11

First part of these 24 hours Moderate Breezes from the W & W heading by the wind to the S W employed at Baiting at 6 P M finished Baiting Middle part light Breezes from the W & W and rainy Latter part wind & Currt & Fitt raining employed at Standing Main sail in the Main Hatch at 10 P M finished so & End

Vide Bo

Tuesday Jan 25th 11

First part of these 24 hours Strong Breezes from the W & W heading to the W & W employed at washing ship Middle part increasing winds from the W & W Latter part a gale from the W & W and rain

Vide Bo

Wednesday Jan 26th 11

First part of these 24 hours a gale from the W & W and wind varying to the W & W and Moderating set Double reef Foresail Fitt & Trysail heading to the W & W Middle part & Latt Moderate and clear Latter part Moderate Breezes from the W & W heading by the wind to the W & W at 7 A M and White Water ahead & a Ho & Dist made all said Last and nothing more of it at 10 A M wind & W Tacked to the W & W & said in sight

Latt 31 = 10 N
Long 75 00 W

Thursday Jan 27th 11

All these 24 hours Strong Breezes from the W & W & Wind varying by the wind to the W & W & Moderate Double reef Foresail Fitt & Trysail

Latt 31 = 35 - N
Long 75 - 35 W

Remarks on board U.S.S. Hatfield of Edgartown

Friday Jan 28th

First part of these 24 hours Strong Breezes from the W.N.W leading by the wind to the N.W. & Middle part Moderate Latter part at daylight wind backed to the W.S.W & more Lit to the W

Latt 31=40 N
Long 75=25 W

Saturday Jan 29th

First part of these 24 hours Strong Breezes from the W.S.W & leading by the wind to the W.N.W Middle and Latter part Calm

Latt 31 56
Long 75 08 W

Sunday Jan 30th

First part of these 24 hours light airs & Calm Middle part wind Breezing from the S.W leading by the wind to the S.S.W latter part at daylight more & this P.M. the Weather Threatening at 7 A.M saw & spoke Whale about one mile Dist steered for it but the weather soon came on thick with heavy rain squalls but Straight up to the Whale and came onboard at 10 A.M Weather Moderating and Clearing up & having different causes trying to print the Whale this P.M. Straight

Latt 32=04 N
Long 75=47 W

Monday Jan 31st

First part of these 24 hours Fresh Breezes from N.W & W.S.W & having different causes looking for the Whale at daylight steered East and had all different tacks Brought the Straight Latter part Calm

Latt 32=00
Long 75=40 W

Remarks onboard Schr E H Hatfield of Edgartown

Tuesday Feb 1st

First part of these 24 hours Commences & ends little part light Breezes from various points beating on different tacks Latter part increasing winds from the S W & Stering to W and NW & Commences wet. Severe squalls

Lat 41 32 = 24
Long 75 = 40

Wednesday Feb 2nd

First part of these 24 hours increasing winds from the S W Steering W & W Heavy squalls Carrying away Main sail & Jib at 4 PM Hauled to the wind & secured Boats Middle at 11 AM Wind Chopped Suddenly to the W Took in the Jib and reefed the Fore sail and Mizen & Hove to the W blowing a gale and a heavy Sea running Latter part at 7 PM Wind Moderated and wind hauling to the W & set the Jib and Kept off W & W very rugged

Thursday Feb 3rd

First of these 24 hours a gale from the W & Stering to W & W under Close reef sail weather thick & rugged at 4 PM hauled by the wind to the W & W at 8 PM weather Clearing up Squalls at 11 PM Squalls Ceased and got Bottom at 30 fathoms at Midnight 20 fathoms weather Clear and Moderating Latter part at Commenced under all sail Three Citizens onboard all Bound E

Lat 41 34 - 12 W
Long 71 = 30

Friday Feb 4th

First part of these 24 hours Moderate Breezes from the W & S Steering by the wind to the S W & W at 1 PM Saw the Coast of North Carolina Cape Hatteras & Cape Lookout Light House at the West & the E

Remarks on board Sch's E off Flatfield by Estuaries
Saturday 5th

Fine & part of these 24 hours Fresh breezes
for the Estuaries by Adams the
Coast about 2 miles distant in 5 fathoms water
at 4 PM take pilot and Sch Pilot onboard
with set every thing for Anchoring at
5 PM came to anchor off the Coast Guard
Station Light House & the Coast Guard
Station & Light vessels Why and Why Yes
Through the Pilot boat came to Anchor
near us & left with letters &c for Harbour
of Refuge

Sunday Sept 6th

Fine & Clear during the night & Strong
breezes

Monday Sept 7th

Fine & Clear during the night & Strong
breezes with Heavy Rain at times

Tuesday Sept 8th

Fine & Clear during the night & Strong
breezes with Heavy Rain at times at
Anchor off the Coast Guard Station

Wednesday Sept 9th

Fine & Clear during the night & Strong
breezes with Heavy Rain at times at Anchor
off the Coast Guard Station

Remarks Embarqued Schr E H Hatfield of Edgartown

Friday Feb 11th

Wd Hyannis Lands Lying at Anchor at Marshcastle City weather Cloudy

Saturday Feb 12th

Wd Hyannis Lands Lying at Anchor at Marshcastle City employed at Breaking out & Storing the Salt Cargo by the Vessel

Sunday Feb 13th

Wd Hyannis Lands Lying at Anchor at Marshcastle City

Monday Feb 14th

Wd Hyannis Lands Lying at Anchor at Marshcastle City

Tuesday Feb 15th

Wd Hyannis Lands Lying at Anchor at Marshcastle City Took in Ballast and Sailed for Boston

Wednesday Feb 16th

Pleasant part of these 24 hours Strong Gales & Squally with Rain at Intervals Moderate & Clear in the Morning at 8 Past 10 AM Boston Light House bore West 4 Miles Distant Hove to for Pilot at 11 AM Came on Board & Took Charge of the Vessel & Brought her to Anchor in the Inner Harbour

Thursday Feb 17th

Part of these 24 hours Moderate & Cloudy with Rain at Intervals Employed in Discharging Salt Cargo

Remarks onboard Sch E H Hazlett of Edgartown

Friday Feb 18th

First part of these 24 hours Cruising
outside of the Bar the Emma gone in
up at sundown came in and Anchored Middle
part the same Latter part at daylight got
underway and stood outside and saw one
schooner

Saturday Feb 19th

First part of these 24 hours Cruising out
side of the Bar at sundown came in and
Anchored Middle part the same Latter part
Weather Cold and Stormy Still at Anchor

Sunday Feb 20th

All these 24 hours Laying at Anchor
Weather Thick and Rainy

Monday Feb 21st

First part of these 24 hours ~~crising~~ laying
at Anchor Weather Thick and rainy
Latter part at 10 A M got underway
with a light Breeze from the South
and fine Weather and stood this
day Discharged Peter Jones Seaman
who had been unfit for Duty
most of time since leaving
home

Tuesday Feb 22

First part of these 24 hours Moderate Breeze
and in the W Cruising outside of the
Bar at 5 P M came to Anchor off East
Chop Middle part the same Latter part
the at daylight got underway and
stood outside of the Bar

Remarks Onboard Yacht E A Hatfield Esq Captain.

Wednesday Feb 23rd.

First part of these 24 hours Moderate Breezes from the W & S Cruising and Baiting off the Bar at Sunderland came in to Anchor again Middle part the same Latter part At Daylight get underway and Steam, and Sailed up the River

Thursday Feb 24th

First part of these 24 hours Moderate Breezes from the E & S E Cruising and Sailed off the Bar at Sunderland came to Anchor Middle part the same latter part at Daylight got underway and Steam and Sailed up the River to the S W

Friday Feb 25th

First part of these 24 hours Moderate Breezes from the W & S W steering down the River to the S W Middle part wind Light to the S W at 10 P M and the Lightship in the Fryingpan Stood Middle part Working down the Stood Latter part the same working but little Headway against a strong Tide and wind

Saturday Feb 26th

First part of these 24 hours Fresh Breezes from the S W at 1 P M Passed Over the Lightship and Kept under Way to N W at 3 P M and Ballast Head at 5 P M came to Anchor off Port Cardiff in 6 fathoms of Water Middle part the same Latter part at Daylight got underway with a moderate Breeze from the W & and Steered down the Coast to S W

Remarks onboard Schr E H Hatfield of Edgartown

Sunday Feb 27th

First part of these 24 hours light Breezes from the W Steering down along the coast to the S W about two miles from the Share Middle part light Baffling winds from various points Latter part of mid Commenced Breezing from the S W Weather thick and overcast and Barometer falling Tacked ship and Steered E & E for Cape Fear at noon Strong Breezes and raining so End

Monday Feb 28th

First part of these 24 hours Strong Breezes from the S E and rain Steering E & N E at 6 P M Came to Anchor off part Cape Fear Middle part Strong Breezes and heavy rain Latter part the same

Tuesday March 1st

First part of these 24 hours Strong Breezes from the S W Middle and Latter part the same Lying at Anchor

Wednesday March 2d

First of these 24 hours Strong Breezes from the W Still at Anchor Middle part the same Latter part at 8 A M got underway with a fine Breeze from the N and Steered out side of the Bar

Thursday March 3d

First part of these 24 hours Moderate Breezes from the S W Crossing out side of the Bar at 5 P M came in to Anchor Middle part the same Latter part at 9 A M got underway with a light wedge from the E and Steered out side

Remarks on board H.M.S. Ethalion off Harwich at Edgarton

Friday March 4th

First part of these 24 hours light Breezes from the S.E. at 1 P.M. came in thick Foggy Came in and Anchored Middle part more S. and rain Latter part a gale from N.W. employed at Breakfast and Beef & Pork &c

Saturday March 5th

First part of these 24 hours commenced with at gale from the S.W. still at Anchor Middle and Latter parts the same

Sunday March 6th

First part of these 24 hours fresh Breezes from the W.S.W. still at Anchor Middle and Latter part the same

Monday March 7th

First part of these 24 hours Calm Middle part the same Latter part light Breezes from the W.W. at Daylight got underway and steered as before

Tuesday March 8th

First part of these 24 hours Moderate Breezes from the W.W. cruising as before and Latter parts at 5 P.M. came to Anchor Middle part the same Latter part moored E.S.E. got underway and steered as before

Wednesday March 9th

First part these 24 hours cruising as before at three P.M. moored E.S.E. and Squadron came into Anchor Middle part the same Latter part strong Breezes from the S.W. at Anchor

Remarks onboard Sch's E H Hatfield & Agartown

Thursday March 10th

First part of these 24 hours strong breezes from the S W lying at Anchor Middle part the same Latter part at daylight got underway and stood outside at 9 A M wind Freshen and Barometer falling Came in to Anchor and the Capt went onshore to look for Asstance Sylvia she went onshore last night in the Boat when the Boat was to return onboard could not be found think he has deserted

Friday March 11th

First part of these 24 hours strong Breezes from the S W and rain Lying at Anchor Middle part the same Latter part at daylight got underway and stood outside. the Capt remaining onshore

Saturday March 12th

First part of these 24 hours light Breezes from the W Cruising outside and Waiting at 5 P M Came in to Anchor Middle part. the same Latter part moderate & Clear and remaining remained at Anchor

Sunday March 13th

All these 24 hours lying at Anchor with Light & Variable Weather and thick foggy

Monday March 14th

First part of these 24 hours lying at Anchor Middle part Weather Clearing up Latter light Breezes from the Eastward and So Stood outside

Remarks on board the H.M. Cutter Hatfield of Edgartown

Tuesday March 15th

First part of these 24 hours light breezes from the S.E. cruising outside at sundown came in to Anchor Middle part the same the Boat went ashore the evening and Jno Mes Alexander Manuel Garrier a Boatsteerer and Jas Francis a Foremast Hand. Latter part light breezes from the S.E. got underway and stood outside the Capt remaining ashore to look for runaways

Wednesday 16th

First part of these 24 hours light breezes from the S.E. cruising outside at sundown came in to Anchor at 7 P.M. the Capt returned onboard bringing Antone Sylvia Middle part the same Middle part the same latter part at daylight got underway and stood out side at noon calm at Anchor outside

Thursday March 17th

First part of these 24 hours calm at 3 P.M. a light Breeze from the S.E. came up the Anchor fast the Boat ahead and towed the vessel in to Anchor Middle part raining Latter part the same lying at Anchor

Friday March 18th

First part of these 24 hours moderate and cloudy lying at Anchor Middle part the same Latter part at 6 A.M. the 2nd Mate who had been ashore for the night returned onboard and reported one man absent

Remark Moderate Sdrs & Ff Heat first part of observation a rush of Blood to the Head sent Anchor for a Doctor who came aboard and relieved him at noon & under way and stood out Sails

Saturday March 19th
First part of these 24 hours calm Came to Anchor out Sails Middle part We Came Latter part at Daylight & Strong Breeze from the E and Threatning Weather and had Barometer got underway and Came in to Anchor at 8 A M Blowing heavy from S E and raining so Ends

Sunday March 20th
First part of these 24 hours a gal from the S E and raining at 3 P M wind Moderated to the S W Middle and Latter part a gale from the S W

Monday March 21st
First part of these 24 hours Strong Breeze from the W S W Weather Clearing up Middle part the same Latter part at Daylight Calm and Still at Anchor

Tuesday March 22d
First part of these 24 hours fresh Breezes from the S W and raining Middle part the same Latter part Blowing hard & Tide at

Remark continued from C H Hartfield Esqr

Wednesday March 23d

First part of the 24 hours a gale from the S W Middle part ditto Moderating Latter part at daylight got underway with the wind W S W Stood out Side at 8 A M ditto Commenced Blowing a gale Came into Anchor again

Sent Clerk D Farrell Midshipman in Grand par Making Threatts &c

Thursday March 24th

First part of these 24 hours a gale from the S W Middle part Moderating Latter part at daylight got underway and Stood out Side East

Sent boat of the Grand Le promiscuous partie to Release Liberty par the pursuit

Friday March 25th

First part of these 24 hours Light Breezes from the W S W Cruising out Side at 6 A M came in to Anchor Middle part the same Latter part light Breezes from the S W remained at Anchor

Saturday 26th

First part of these 24 hours light Breezes from the S W Middle & Latter Blowing a gale

Sunday March 27th

First part of these 24 hours Heavy Breezes from the W & W Middle part Moderate Latter part at daylight got underway and Stood out Side

Remarks onboard Schr E H Hatfield of Edgartown

Monday March 28th

First part of these 24 hours fresh Breezes from the W & W Cruising ant Squibb at 2 P M Commenced freshening & came in to Anchar Middle part the same Latter part Calm sent one Boat to Wooding

Tuesday March 29th

First part of these 24 hours light airs from the S & E still Laying at Anchar one Boat on shore Wooding at 3 P M the Boat returned leaving out two Boat loads Middle part Wind Breezing fresh from the S W and Weather Threatning & Barometer very low 29-4 tenths Latter part Blowing a heavy Gale from the S W Let go the Starboard Anchar

Wednesday March 30th

First part of these 24 hours Blowing a Gale from the S W Middle & Latter part the same

Thursday March 31st

First part of these 24 hours Blowing a Gale from the S W Middle part Moderating Latter part Strong Breezes from the S W at 8 A M had visit by an Officer of the U S Revenue Steamer Calhoun who came onboard to Investigate a report having been sent to him that we were cruelly treated but found it to be a false Statement

Remark Onboard Schr C. H. Hatfield of Edgartown

Friday Apr 1st

First part of these 24 hours Strong Breezes from the S W remaining at Anchor Middle & Latter part the same Brattle out for Beef & Pork

Saturday Apr 2d

First part of these 24 hours a gale from the W S W still Lying at Anchor at 3 P M Blanding vailent the vessell dragged her Anchors and dint ground and remained so untill 10 P M when she came off with assistance of a tugboat without damage Whatever Middle part Moderating Same Latter part got under way with a fresh Breeze from the S W and steered out as far as the Green Buoy the Wind Freshening as came back and Anchored

Sunday Apr 3d

First part of these 24 hours Strong Breezes from the W S W still Lying at Anchor so rugged to go outside Middle part the Same Latter part the same Hon Augustus Layton was Married to Miss Eliza J Simmons

Monday Apr 4th

First part of these 24 hours Strong Breezes from the S W Middle part the Latter part a gale from the S and raining

Remarks onboard Sch'r H Hatfield of Edgartown

Tuesday Apr 5th

First part of these 24 hours a gale from the S W till Lying at Anchor Middle part the same Latter part Moderating came at 7 A M got underway and stood out Side at 8 A M Standing a gale from S W came in and Anchored again See Ends

Wednesday Apr 6th

First part of these 24 hours Standing gale from the S W remaining at Anchor Middle part Moderating Latter part Calm Sent one Boats Crew a Wooding

Thursday Apr 7th

First part of these 24 hours Moderate Breezes from the W remainder at Anchor

Friday Apr 8th

First part of these 24 hours Calm Latter part wind at E and raining Standing a little Breeze

Saturday Apr 9th

All these 24 hours light airs and Calm employed at Cutting and getting onboard Wood from Ballast Head

Sunday Apr 10th

All these 24 hours Light airs and Calms Lying at Anchor

Remarks on board Sch E H Hatfield of Edgartown

Monday Apr 11th

First part of these 24 hours light airs and Calm Latter part at 8 A M got under way and Sailed out Sid

Tuesday Apr 12th

First part of These Moderate Breez from the W at 1 P M came into Anchar and sent part of the Crew a Warping Latter part light Breezes from the S S W sent one Boats Crew a Warping the remainder of the Crew employed at Wash aboard the vessell Latter part a Gale from the S E

Wednesday Apr 13th

First part of these 24 hours a Gale from the S E at 8 P M Moderate and fine Latter part light Breezes from the S remained at Anchar

Thursday Apr 14th

First part of These 24 hours Moderate Breezes and fair Barometer at 10 P M Weighing & Gale from the S at Midnight wind hauling to the S W Latter part hauling a Gale from S E lying with both Anchars Down

Friday Apr 15th

First part of These 24 hours a Gale from the S E at 3 P M wind hauled to the W and Moderated Latter part Moderate Breezes from the W at daylight got underway and stood out Sailed

Remarks Onboard of Schr E. H. Hatfield of Edgartown

Saturday Apr 16

First part of these 24 hours Moderate Breezes from the N W Cruising outside at 5 P M came in to Anchor Latter part Wind S W and blowing heavy

Sunday Apr 17th

First part of these 24 hours a gale. Going S W at 10 P M wind Moderately and Hauling to the N W Latter part of Day it Moderate Breezes from the N W at Daylight got underway and stood out side at 9 A M came in to Wind heavy Stood back and Anchored again

Monday Apr 18th

First part of these 24 hours Strong Breezes from the N W Latter part Moderate the W got underway and stood outside

Tuesday Apr 19th

First part of these 24 hours Moderate Breezes from the N W Came in to Anchor Latter part Strong Breezes from the S W employed at Breaking Coal and plaging ensign Cask

Wednesday Apr 20

First part of these 24 hours light Airs and Calms employed variously Latter part strong Breezes from the N W

Remarks On board Sch. E Hatfield of Edgartown

Sunday Apr 21st

First part of these 24 hours Light S Breezes from the S W trying at Anchor last part at Daylight Sent onboard of the Steamer Benefactor to Provincetown and got a new Boat that had been sent and Sent one Boat & Crew a Dealing

Monday Apr 22d

First part of these 24 hours Moderate Breezes and fine weather from the S S W latter part strong Breezes from the S W & W This Morning found two men missing Mitchell & Palmer

Saturday 23d

First part of these 24 hours Strong Breezes from the W S W trying at Anchor latter part got ready for Breakfast but did not Ship Sea at 10 A M got underway and Stood up Cape Cod Canal at 11 A M grounded on the Large Shoal & had hard to get a Tug to haul us off Stood up the River about 20 miles and Anchored

Sunday Apr 24th

First part of These 24 hours Laying at Anchor at in Cape Cod River Bridge part cloudy and Calm part of the day Employed in Painting Ship latter part of the day & PM the Steamer Benefactor came alongside and took in the Sail

Monday 25th

First part of these 24 hours Laying at Anchor in Cape Cod River latter part employed at Painting up Schr & Painting in Fresh Water

Remarks onboard Schr E H Hatfield of Edgartown

Tuesday 26th

All these 24 hands all Hands employed at setting up shrouds and tarring in Fresh Water

Wednesday Apr 27th

First part of these 24 hours all hands employed at stowing the hole and filling Fresh Water at 3 PM the Capt came from Wilmington Brought Mrs Allen that he had shipped Latter part employed at setting up the Lee rigging and sent the Yard Topmast

Thursday Apr 28th

First part of these 24 hours from the Same employed at various Jobs about the Ship Latter part at a fine Breeze and fine Weather from the W at Daylight Got under way and came down the River and Anchored off Ballast Hall

Friday Apr 29th

First part of these 24 hours employed at Taking Onboard Ballast at 4 PM Finished and 5 PM the Boat went ashore to the The 2nd Mate & Ship when three of the Crew deserted from the Boat at Wilmington Jabez Ft & Stephen

The Boat remained ashore all Night Aving a thick foggy Latter part at 7 AM the Boat returned onboard thick foggy and light airs from the S W

Remarks on board H.M.S. Excellent Portland

Saturday Apr 30

First part of these 24 hours light airs and Fair Weather at 6 P.M. dined Landing to the W and Steering up Latter part Moderate the last Started for Victualling Store ship more men

Sunday May 1st

First part of these 24 hours Strong Breezes from the W at 7 P.M. the Latter Men with Crew returned Bringing Sails Latter part Calm & Ends

Monday May 2nd

First part of these Light Breezes from the W & W at 4 P.M. got underway and Steamed out Side to wait for the 2nd Mate that we had sent a Boat for at 6 P.M. the Boat returned Bringing the 2nd Mate, made all Sail and Steered S by E at 10 P.M. Light Breezes from the S and the Trying Pan Light Ship Bearing W by S Dist. Latter part Calm

Tuesday May 3rd

First part of these 24 hours Calm at 1 P.M. a Light Breeze from S at 3 P.M. passed the Light Ship and Hauled off W by S for Beachy Latter part the same

Remarks Embarged Schr C H Hatfield at Edgartown

Wednesday May 4th

First part of these 24 hours light breezes from the S Steering S E by E at 2 P M and Cape Poge at 3 P M Calm at 5 P M Came to Anchor in 3 fathoms of Water Latter part at 8 light or light Breeze from the S got underway and ran in and Anchored off East Macan at Beaubart at 7-30 P M

Thursday May 5th

First part of these 24 hours lying at Anchor at East Macan Latter part a gang of Carpenters at work on the vessell repairing damage that was done by gales and heavy weather of last Dec & Jan

Friday May 6th

All these 24 hours lying at Anchor at East Macan Carpenters at work

Saturday May 7th

All these 24 hours lying at Anchor at East Macan Carpenters at work

Sunday May 8th

All these 24 hours lying at Anchor at East Macan Latter part Carpenters at work

Monday May 9th

All these 24 hours lying at Anchor at East Macan Carpenters at work

Remarks Employed Sch C H Hatfield Master

Tuesday May 10th

All these 24 hours laying at Anchor at Fort Macon Carpenters Still at work

Wednesday May 11th

All these 24 hours Lying at Anchor at Fort Macon Carpenters at work at 7 PM the Capt & First officer went on Shore at Beaufort & misses at 9 PM returned onboard found that the 2nd Mate Augusto of Ocracoke had ordered his Boat to attend me with him and gone to Morehead City at 9 PM he not returning sent a Boat to look him found the Boat lying at Shark the Men could not be found, enquire they have deserted took the Boat to the Schooner Capt went on shore and could hear nothing of them

Thursday May 12th

All these 24 hours Lying at Anchor at Fort Macon Carpenters still at work

Friday May 13th

All these 24 hours Lying at Anchor at Fort Macon Carpenters still at work

Saturday May 14th

All these 24 hours Lying at Anchor at Fort Macon at 5 PM the Carpenters finished work

Remarks Onboard Schr C. H. Hatfield Captain

Sunday May 15th

All these 24 hours lying at Anchor at Fort Macon with a head wind

Monday May 16th.

First part of these 24 hours lying at Anchor at Fort Macon with a fresh wind Sailed from the Fort at 10 AM with a head wind to the N.E. get underway and Sailed to the

Tuesday May 17th

First part of these 24 hours Moderate Breeze from the N. Steering S by E and Sailed under double reefed Main Sail Mizen Staysail & Jib Middle part Strong Breeze from the N. Steering S & E Saw a number of Sailing vessels & Steamers

Lat - 32.34. N.
Lon - 75:50. W.

Wednesday May 18th

First part of these 24 hours Light variable winds from the S.E. Steering to the S.E. latter part Light winds from N. & N.W. Steering S.E. & E. at 10 AM the Light House on Bermuda bore N.W. by W. Sailed the remainder Course Steering E by S

Lat - 31.30. N.
Long 74.30. W.

Thursday May 19th

First part of these 24 hours Light Breezes from the S.S.W. Steering E by S latter part Light Breezes from the N. Steering E by S the Coast in sight

Lat - 31.51. N.
Lon - 73.22. W.

Remarks Onboard Sch[r] H. Hatfield of Calgarry

Friday May 20th.

First part of these 24 hours commences with the Light Breezes and fine weather Employed Steering [C]by Compass as per Log Book

Lat. 52, 66, N.
Long 12. 20, W.

Saturday May 21st

All these 24 hours Light baffling Winds & Calm Steering [C]S[C] Latter part moderate & fine weather the Latt much better and Light

Latt 3.3, 10. N.
Long 21. 15; W.

Sunday May 22d.

First part of these 24 hours Light baffling Winds and Calms Steering [C]S[C] & [C]S[C] as per Log Book Latter part moderate & fine weather at 2 PM saw a sail to the S[C] under Sail but owing the appearance of being Becalmed She would Light Airs & Calms as we did Light airs & Calms as per Log Book Lat[s] Ringleader of Baltic Lumberers were of Yellow Sheathed Sides & Black Bends with a Streaked Light Stripe & Black Stripe on the Main Light Stripe Painted Port & Light Stripe on Fore Cabin

Lat 52.18 N.
Long 21.14 W.

Log Book of Sch. H. G. Hatfield
Capt. Jas. Parker and Rig as Lots
Commencing May 24th 1881.

May 24th 1881.
Fresh first of Mate 24 hours light airs
squalls and a calm at 6.30 P.M. Moored near
Captain called all hands up and
prepared Mate's crew officers to Mate
Commencing Engaged Crew to 1st Mate and
Crew Regarded to 2nd Mate and Cook Steward
to Ship Crew. Middle part & light breeze from
S.E. to S.S.E. middle part & light breeze from
S.E. to S.S.E. middle part with the same
Ship heading about E.S.E. Cast Log 5 miles
and a number of sailing vessels.

No. 682.

Wednesday May 25th 1881.
First part of Mate 24 hours a light breeze
from S.E. Westward at 3.P.M. raised a
sail of steam vessel at 3.30 lowered two
boats and other six hours three secured in
Sailing and sailing for small ports
Commenced and finished at 5.P.M.
middle part of Mate 24 hours calm
at daylight called all hands and got up
the sailing gear and shifted ballast at 7.30
began sailing and finished at 12.A.M.
Latter part calm

No. 683

Thursday, May, 26th
First part of Mate 24 hours all hands
employed in cleaning ship, the boats and
sailing gear, middle part finished at noon
middle part & light breeze from the
S.E. to S.S.E. at daylight steadied. The crew and
Mate on deck at 10.A.M. the other began
Fresh part and part of [illegible] latter part
part S.S.E. and moderate [illegible]

Lat — 52.52.N.
Lon — 02.03.W

Records are kept at the Meteorological
Station, Kew, 22nd 1881.

Total fall of Rain 24 hours ended at
9 a.m. to-day 0.15 in. Heaviest fall during
the past 24 hours 0.07 in. which fell be-
tween 8 and 9 a.m. Rain fell on 2 days
during the month. The wettest day was
the 19th with 0.07 in. Total fall
for month 0.15 in. Greatest fall in
24 hours 0.07 in. on the 19th. Number
of days on which rain fell 2.
Least fall 0.00 in.
Mean fall 0.01 in.

Saturday, May 21st
Total fall of Rain 24 hours ending 9 a.m.
to-day 0.00 in. Heaviest fall during
24 hours ending 9 a.m. to-day 0.00 in.
Total fall for month to date 0.15 in.
Total fall for corresponding month last
year 0.00 in. Total fall for year to
date 0.15 in. Total fall for corresponding
period last year 0.00 in.

Sunday, May 22nd
Total fall of Rain 24 hours ending 9 a.m.
to-day 0.00 in. Heaviest fall during
24 hours ending 9 a.m. to-day 0.00 in.
Total fall for month to date 0.15 in.
Total fall for corresponding month last
year 0.00 in. Total fall for year to
date 0.15 in. Total fall for corresponding
period last year 0.00 in.

Remarks on Forest Lake, Co. Westmeath
Wind Wednesday, May. 30th 1838.

First part of Fine. Dry showery & cold
variable part wind about N. N. E.
at day break variable & large inland
fleecy clouds dispersed cold & dry
but very Red & sky light Coppery
the Sun but little red & Coppery
Sky Rising & red at Noon going to
the westward latter part & light
airs from N. Land Sea breeze

Lat. 53°.0'.
Long. 7°.20'.
Var. 29°.30' W.

Wind fleecy & Sky showers wind S.
& light light airs variable at 1. P.M.
Squally & showery wind S.W. & W.
Variable to N. & N.E. Showery
at 7. P.M. Squally & showery
Thunder & lightning & heavy rain
at 10. P.M.

Lat. 53°.0'.
Long. 7°.19'.

Wednesday, June. 1st 1838.

Fleecy & Sky showers wind N. W.
to W. & by South variable & light
airs wind N. N. E. showery & heavy
showers by South. & Squally
& heavy rain

Lat. 53°.0'.
Long. 7°.34'.

Pmr. Rouse Point. Sailed. E. N. E. Moderate
Thursday. June. 2nd 1881.
First part of these 24 hours strong
breeze from the Westward steering
E. by S. middle part the same. latter
part wind S. West steering along
steering E by S.

Lat 31.22.N.
Lon 68.24.W.

Friday. June. 3rd
First part of these 24 hours blowing
strong from the S. West steering E. by N.
middle part wind the same at 11.45 P.M.
passed Bermuda light right abeam judge
it to be about 30 miles off at 12 P.M. tripped
the wind on the starboard tack. at
daylight kept off for the lighthouse at
bearing N. East. at 9 A.M. pilot came
on but did not take him. lowered the
starboard boat and carried the Capt
ashore and boat returned to the Schr
at 11.0 A.M. latter part wind the same lying
off and on

Lat = 31.42.N.
Lon = 66.30.W.

Saturday June 4th
First part of these 24 hours blowing strong
with frequent squalls varying from S.
to West. middle part heavy wind and rain
squalls with thunder and lightening
latter part still blowing and raining
wind about West still lying off and on
Lat
Lon
Sunday. June. 5th
First part of these 24 hours blowing strong
from the W. steered at 12.30. P.M. lowered the
starboard boat & went ashore after the Capt
but he not having finished his business
concluded to remain middle and latter part
the [illegible] & weathering [illegible]
Lat

Remarks on board Schr. S. E. Caffield

Monday. June. 6th. 1881.

First part of these 24 hours wind West and very moderate middle part calm still lying off & on went ashore at 9. A.M. and brought off some onions and potatoes. and 3 men and a boy which the Capt had shifted and returned to the shore at 11.30. A.M. latter part wind S. West and very moderate

Lat - by Obs. 32.12. lighthouse in 32.15. bearing N.E.

Lon - by Chronometer 64.54 " in 64.30 bearing N.E. 4 miles

Tuesday. June. 7th

First part of these 24 hours wind West very moderate Capt came aboard at 1.P.M. and at 2.P.M. left off steering S. East middle and latter part wind S. West saw some Grampuses & shot up a Schr.

Lat - 31.47.N.

Lon - 64.02.W.

Wednesday. June. 8th.

First part of these 24 hours moderate breeze from the westward shortened sail at dark and layed to heading to the Northward. middle part calm the same [illegible] part wind S.S.E. steering by the wind heading about East.

Lat - 31.58.N.

Long 63.06. W.

Thursday. June. 9th

First part of these 24 hours very moderate wind S. steering full and by heading E.S.E. at 4.P.M. raised a shoal of Blackfish and porpoises did not come. middle part much the same ship hove to latter part wind freshening a little at 11.30. A.M. raised a breach out would not make it out

Lat - 31.34.N.

Long - 62.40. W.

Remarks on board Schr. Co. Mc. Hatfield.

Friday. June 10th. 1881.

First part of the 24 hours moderate breezes varying from S. E. to S. heading about East tought a Bycoin at 4 P.M. middle part about the same by reason lotter part blowing quite strong from the S. heading E. S. E. one sail in sight

Lat - 32.18. N.

Long = 61.49. W.

Saturday June 11th

First part of these 24 hours moderate breezes from the Southward. steering by the wind saw a school of Blackfish. middle part much the same latter part blowing quite strong from the S. ship heading E.S.East.

one sail in sight.

Lat - 32.39. N.

Long 60.48. W.

Sunday. June. 12th.

First part of these 24 hours blowing quite strong from the S. S. E. more ship at 7. P.M. and headed for the Westward. middle part much the same with a few passing rain squals. latter part about the same passed in sight of a number of sailing vessels bound with the stop current Lat - 32.27. N

Long. 61.22. W.

Monday June 13th

First part of these 24 hours moderate breezes from the S. S. East more ships at 4.P.M. and headed to the Eastward middle part about the same latter part much the same heading. E. S. E.

Lat - 32.36. N.

Long 60.21. West

Remarks on board Schr. E. H. Caffield

Tuesday. June. 14th 1881.

First part of these 24 hours moderate breezes from the S. steering by the wind on the starboard tack. passed in sight of a large Steamer. middle part about the same latter part wind S. S. West and a good breeze. ship heading S. East. watch employed in ships duty

Lat — 32.42. N
Long — 57.11. W.

First part of these 24 hours strong breezes from the S. S. West steering by the wind heading S. East. saw sail in sight middle and latter part wind S. W. steering S. East saw a number of pieces of Squid.

Lat — 32.16. N
Long — 57.47. W.

Thursday. June. 16th

First part of these 24 hours strong breezes from the S. West. steering S. East middle and latter part much the same watches employed in ships duty

Lat — 31.24. N
Long — 56.03. W.

Friday. June. 17th 1881.

First part of the 24 hours steering strong winds S. W. steering S. E. middle part much the same latter part moderating. same watches employed in various Jobs about ship

Lat — 30.83. N.
Long — 54.41 W

Remarks on board Schr G. [illegible]
Saturday June 18 1881.

First part of these 24 hours strong breeze & fine S. West leaving S.E. by East at 8 A.M. Hauled a school of large Sperm whales lowered the boats and about 5.30 Pm S.E. at fastened and was assisted by boat line but succeeded in saving the whale and boat and most all boat gear got home alongside and flensed at 7. Pm. middle part blowing strong wind. S.W. at daylight called all hands and cleared decks at 8.A.M. began cutting latter part blowing strong mills considerable sea running

Mon. 20th.

Sunday June 19

First part of these 24 hours strong blowing from S.W. all hands employed in cutting in middle part of these with employed in cutting up. 2d. pieces. latter part employed trying out and headed the body at 12 A.M. the wind Moderate

Lat 31.28 N
Long 5'.0 E

Monday June 20

First part of these 24 hours strong blowing from S.W. all hands employed in cutting and boiling the whale middle part wind moderating latter part blowing a gale from S.W. at midnight hands all hands employed cutting

Mon 20th

Remarks on board H.M.S. Garland
Tuesday, June 21st 1831.

First part of these 24 hours Moderate breezes from S. West all sails set and steering North and by West Middle and latter part more variable Course steered as per Log Lat. 31.8 S. Long. 64.1 W.

Wednesday June 22nd

First part of these 24 hours moderate breezes from S. West all sails set and steering North and by West Middle and latter part more variable Course steered as per Log Lat. 31.42 N. Long 60.16 W.

Thursday June 23rd

First part of these 24 hours moderate breezes from S. West all sails set and steering North and by West Middle and latter part more variable Course steered as per Log Lat. 31.15 N. Long 57.25 W.

Remarks on board Sch. Ca. M. Mattfield
Saturday, June 25th 1881.

First part of these 24 hours light breezes from S. S. W. heading S. East at 7 P.M. spoke the Sch Carrie M. Clark, having taken nothing this cruise middle part wind & seas very moderate latter part moderate wind varying from E. S. E. to S. S. E. more ship at 8 A.M. altered to the eastward. passed in sight of two sailing vessels.

Lat 31.23. N.
Long. 49.38. W.

Saturday June 26th

First part of these 24 hours moderate breezes from S. S. East heading about S. West at 6.30 P.M. spoke the B.K. Ocean 37 days from Pernambuco bound to Com-Morris ground during latter part nothing this cruise middle part strong breezes latter part the same with passing rain squalls more ship at 8 A.M. and headed to the Eastward

Lat 31.00. N.
Long 48.57. W.

Monday June 27th

First part of these 24 hours moderate breezes from S.S.E. middle and latter strong breezes from West and N. West with passing rain squalls at 6 A.M. saw a school of grampuses. latter part steering S. E. by South

Lat 30.50 N
Long. 47.13. W.

Tuesday June 28th

First part of these 24 hours light and moderate breezes from the Westward steering S. East. variable employed in ships duty at 7 A.M. spoke the Brig L. A. Snell with 20 bbls two months from home middle and latter part wind same steering S. East also saw a whaling ship at 6 P.M. but did not speak her Lat 30.41. Long 48.41.

Remarks on board. Schr. E. H. Hatfield

Wednesday. June. 29th 1881.

First part of these 24 hours begin with light airs from the westward steering S.E. middle and latter part light airs from various points heading to the Eastward make employed in doing ships duty

Lat. 30. 31 N

Long. 48. 20. W.

Thursday. June 30th

First part of these 24 hours light breezes from S. East steering by the wind on the starboard tack, middle part heading S. West latter part standing on different tacks by the wind. one sail in sight watch employed in breaking out flour.

Lat- 29. 5. 2 N

Long- 48. 23 W

Friday. July. 1st 1881.

First part of these 24 hours begin with light breezes from S.E. steering by the wind on starboard tack at 6 P.M. raised a white water but did not see it again. middle and latter part freshening a little ship heading from South to S. West. watch employed in ships duty

Lat- 29. 01. N

Long- 48. 40. W.

Saturday. July. 2nd

First part of these 24 hours light airs from S. East. steering by the wind heading to westward middle and latter part much the same wore ship at 6. 30. A.M. and headed to the Eastward

Lat- 28. 32. N

Long- No. Obs.

Remarks on board Ship. E. H. Hatfield

Sunday. July. 3d. 1881.

First part of these 24 hours begin with moderate breezes from S. E. steering the mind on the starboard tack. middle and latter part mind and weather smack the same ship heading East by south on starboard tack.

Lat. 28..52. N

Long. 48..18. W

Monday. July. 4th

First part of these 24 hours begin with light breezes from S. E. steering by the mind on starboard tack. middle and latter part much the same ship heading E. by South

Lat 28.52. N.

Long. 48.18. W.

Tuesday. July. 5th

First part of these 24 hours moderate breezes from S. East steering by the mind on starboard tack at 6. P. M. saw a large school of porpoise. middle and latter part mind the same heading E. by S. at 6.30. A.M saw a white water once but did not see it again.

Lat 29.32. N

Long 47. 20. W.

Wednesday. July. 6th

First part of these 24 hours moderate breezes from S. E. steering by the mind on the starboard tack. make employed in breaking out water & provisions. middle and latter part much the same ship heading E. by south make employed in ships duty

Lat 29.6 8. N.

Long-45, 52, W.

Thursday July 7th

First part of these 24 hours begin with moderate breezes from S. E. heading about E by N. at daylight saw ships and headed about S. S. West on port tack. latter part mind heading a little ship heading S. make employed in ships duty. Lat. 29..45. N. Long. 46. 00. W.

Remarks on board Schr. E. H. Hatfield
Friday. July. 8th 1881.

First part of these 24 hours begin with moderate breezes from the Eastward heading about South. middle part wind increasing some ship heading from S. to S. E. latter part wind hauling to Southward tacked ship at 6.30 A.M. heading about E. S. East. watches employed in ships duty

Lat - 29.07. N.
Long - 45:45:W.

Saturday. July. 9th

First part of these 24 hours begin with moderate breezes from different points ship heading from E.S.E. to E.N.E. East on starboard tack. Middle part much the same passed in sight of a large Steamer. latter part wind hauling to Eastward a little more ship and headed to the Southward. watches employed in ships duty.

Lat - 28.20. N.
Long - 45:31. W.

Sunday. July. 10th

First part of these 24 hours begin with moderate breezes from the Southward ship heading from E. to E.S. East. all hands employed in breaking out water & stops one sail in sight. middle part much the same latter part steering E.S. East wind South & moderate passed in sight of a merchantman bound to the Westward.

Lat - 28.33. N.
Long. 45.06. W.

Monday. July. 11th

First part of these 24 hours begin with a dead calm and continued so all night. took in everything and let her lay at 6.30 A.M. a light breeze sprung up made all sail and steered S. E. wind about S. by. W. watches employed in ships duty

Lat - 28.26. N.
Long - 44.58. W.

Remarks on board Schr. C.H.C. Hatfield

Tuesday July 12th 1881.

First part of these 24 hours begin with light airs from the Southward steering S.E. middle part the same with heavy squalls, latter part fine weather wind about the same steering by the mind on Starboard Tack saw a school of Grampuses. at 11. A.M. watches variously employed. sick man returned to duty.

Lat. 28..26. N.
Long. 44..33. W.

Wednesday July 13th

First part of these 24 hours begin with light breezes from the S. steering by the mind on S. Tack middle part much the same more ship at midnight & headed to the W. latter part wind increasing a little more ship at 2.30 A.M. and headed about S.E. on port tack. watches variously employed.

Lat. 28..33. N.
Long. 44..00. W.

Thursday July 14th

First part of these 24 hours begin with light breezes from the Southward ship heading about S. East. saw a number of Grampuses middle and latter part much the same watches employed in ships duty

Lat. 28..46. N.
Long. 43..14. W.

Friday July 15th

First part of these 24 hours begin with light airs from the Southward heading about E. East. middle and latter part weather just the same. saw a number of Grampuses and Porpoises. watches variously employed.

Lat 28..5. N.
Long. 42..0. W.

Remarks on board Schr. E. H. Hadfield
Saturday. July. 16th 1864.

First part of these 24 hours begin with very light breezes from the Southward steering by the wind on the starboard tack heading about S.E. middle and latter part much the same wore ship at 6.30. A.M. and headed to the westward have seen plenty of Grampuses Porpoises and Dolphin. Watches variously employed.

Lat. 28.. 54. N.
Long. 42.. 21. W.

Sunday. July. 17th

First part of these 24 hours begin with light airs from the S.E. steering by the wind on port tack heading about S.W. middle and latter part much the same have seen numerous Grampuses and porpoises

Lat. 28.. 34. N.
Long. 42.. 30. W.

Monday. July. 18th

First part of these 24 hours begin with light breezes from S. East steering S. West at 6. P.M. passed by a large ship lowered a boat and caught some fish from around it. middle and latter part wind increasing a little steering S. West. one sail in sight watches variously employed

Lat = 27.. 54. N.
Long.. 43.. 06. W.

Tuesday. July. 19th

First part of these 24 hours begin with moderate breezes from the Eastward steering S.W. middle part much the same hauled by the wind at 10 P.M. and hove in all sail but foresail heading about S. wore ship again at 6. A.M. and headed N.N. East at 6.30. A.M. left off W. by S. steering strong from Eastward. passed in sight of a large ship watch employed in breaking out provisions.

Lat - 22.. 24. N.
Long - 48.. 58. W.

Remarks on board Schr. C. H. Hatfield

Wednesday. July. 20th. 1881.

First part of these 24 hours begin with moderate breezes from the Eastward steering N.N. West. at dark hauled by the wind on the Larboard tack. heading N.E. by E. E. and lay so all night under foresail. at daylight Set off N.N. West. wind moderate from Eastward watches employed in ships duty.

Lat - 27.6 S. N.

Long. 44.54. W.

Thursday. July. 21.

First part of these 24 hours begin with moderate breezes from the Eastward steering N. N. West. at dark hauled by the wind on the Larboard tack and lay so all night under sail at 6. A M kept off N. N. West - again wind and weather the same watches variously employed.

Lat. 25.51. N.

Long. 44.46. W.

Friday. July. 22nd

First part of these 24 hours begin with moderate breezes from the Eastward steering N. West. at dark hauled by the wind on Larboard tack heading from E. to S.E. wind veering to the S a little. Latter part wind Sout E.N.E. Kept off N.N.W. at Daylight passed in sight of a large Steamer bound to the westward. watches employed in ships duty

Lat. 27.46. N.

Long. 45.38. W.

Saturday. July. 23d

First part of these 24 hours begin with moderate breezes from the E. steering N.W. by N. middle part wind the same hauled to the wind at dark and lay all night passed by a large Steamer at 1. A.M. bound to the westward latter part wind the same kept off at 6. 30 AM N. West. with moderate breezes Lat. 30.24: N

Long. 46.34. W

Remarks. on. board. Schr. E. H. Heathfield.

Monday July 24th 1911.

First part of these 24 hours begin with moderate breezes from the Eastward steering N. N. West. watch employed in breaking out water. middle part much the same. at dark handed by the mind on port tack heading South under forsail. at daybreak kept off by North wind and weather much the same passed in sight of a large Steamer bound to Northward.

Lat. 30..28. N.
Long. 47. 42. W

Monday. July. 25th

First part of these 24 hours begin with moderate breezes from the Eastward steering N. N. West. middle part much the same handed by the mind on Starboard tack and lay all night. at day light more sail and steered N N. West and West North East. at 11.50 a M spoke the Brig D. A. Small. nothing since we last saw her.

Lat - 31..17. N
Long.. 48..06. W.

Tuesday. July. 26th

First part of these 24 hours begin with moderate breezes from the Eastward steering by the mind on Starboard tack in company with the D. A Small. middle part very moderate more ship at 10 P. M. and headed to the Southward latter part mind and weather much the same ship heading about W. by. N. Brig still in sight. and watches variously employed

Lat. 31..25. N.
Long. 48..15. W.

Remarks on board Schr E. H. Kenfield
Wednesday July 27th 1881.

First part of these 24 hours begin with very light airs from the Eastward steering to the Westward middle and latter part calm saw some Grampuses. watches variously employed.

Lat 31.22 N.
Long 48.18 W.

Thursday July 28th

First part of these 24 hours begin with a calm saw a large school of Porpoises. middle part a light breeze from the Eastward schr lying hd on the Starboard tack. latter part mind the same at 6 A.M. kept off W. N. West. one sail in sight a merchantman bound to the westward.

Lat. 31.28. N
Long. 48.47. W.

Friday July 29th.

First part of these 24 hours begin with a light breeze from the Eastward steering W. N. West. middle part wind freshening saw one Schr lying hd on port tack under foresail. latter part blowing fresh kept off at 6 A.M. West watch employed in breaking out provisions passed in sight of a Steamer.

Lat 31.02 N.
Long. 50.10 W

First part of these 24 hours begin with strong breezes from N. E. steering West. at 8:30 PM hauled to the wind on port tack heading South. one sail in sight suppose it to be a whaling Schr. middle part wind the same wore ship at midnight and headed to the N. and at 6 A M wore ship again and steered by the wind on port tack Schr still in sight. saw two schools of Blackfish but did not lower. Lat- 30.40. N.
Long. 50.36. W.

Remarks on board Ship Ea. Ke. Hadfield.

Sunday. July. 31st 1851.

First part of these 24 hours begin with strong breezes from the Eastward at 1 P.M. more ship and steered W.S.West saw a school of B. fish at sunset hauled by the wind on the port tack heading about South and lay so all night. latter part moderate breezes from E. at 6 A.M. more ship and steered West. N. West.

Lat — 30..3 N.
Long - 51..38. W.

Monday. August. 1st 1851.

First part of these 24 hours begin with moderate breezes from the Eastward steering N.N.West. at 4 P.M. spoke the Ship Admiral Blake of Marion 3 months with 60 bbls Sperm. middle part blowing strong from the northward hauled by the wind on port tack at dark and lay so all night. more ship at sunrise and steered by the wind heading about N.N.W. wind N.East. blowing heavy

Lat 30..45 N
Long. 52.00. W.

Tuesday August 2nd.

First part of these 24 hours begin with strong breezes from N. East steering by the wind on the S. tack heading N.N.W. middle part moderating some and passing rain squalls at 1 lying so on S. tack. latter part moderate breezes from N.E. at sunrise bent off N.W.S. West. watches variously employed. a whaling Sail in sight

Lat. 30..38, N.
Long. 53..10. W.

Remarks on board Schr. E.H. Mayfield
Wednesday, August 3d 1881.

First part of these 24 hours begin with moderate breezes from the N. East steering N.N.W. West. at sunset hauled by the wind on port tack heading about E.S.E. at 6.30 A.M. wore ship and steered by the wind on starboard tack heading N.N.W. wind about N. East and moderate. watches variously employed.

Lat. 30.14.N.
Long. 83.42. W

Thursday, Aug. 4th

First part of these 24 hours begin with moderate breezes from the N.E. steering by the wind on starboard tack middle part the same shortened sail at dark and lay to all night. latter part wind E.N.E. steering by the wind on S. tack heading N. watch employed in ships duty

Lat 30.43. N.
Long 83.10. W.

Friday, Aug. 5th

First part of these 24 hours begin with moderate breezes from E.N.E. steering by the wind on starboard tack middle part strong breezes from the same quarter reefed lying to under forsail latter part much the same heading about N. by E. watches variously employed saw a number of porpuses

Lat 31.40. N.
Long 84.02. W.

First part of these 24 hours begin with moderate breezes from N.E. steering by the wind on S. tack at 2. P.M. passed a large stick of timber covered a boat and caught some fish from around it. middle and latter part wind and weather much the same reefed heading N.N.E.

Lat. 32.46. N.
Long. 83.54. W.

Remarks. on. board. Schr. E. H. Hatfield

.Sunday. Aug. 7th. 1881.

First part of these 24 hours begin with moderate breezes from E. S. E. steering by the wind on Starboard tack heading N. East. middle part wind the same with passing rain squals latter part wind S. East and blowing strong more ship at sunrise and. steered by the wind on the port tack heading S. S. West.

Lat. 32.. 39, N.
Long. 64.. 46. W.

Monday. Aug. 8th

First part of these 24 hours beg in with strong breezes from S. E. steering by the wind on port tack middle part wind moderating some. lying to under forsail latter part wind increasing some steering by the wind on port tack heading. S. West. watch employed in breaking out water

Lat. 32.. 03. N.
Long. 64.. 26. W.

Tuesday. Aug. 9th

First part of these 24 hours beg in with moderate breezes from S. E. steering by the wind on port tack heading from S. to S. West. middle and latter part wind S. S. E. and very light. steering by the wind heading S. W. watches variously employed

Lat. 31.. 23, N.
Long. 65.. 24, W.

Wednesday. Aug. 10th

First part of these 24 hours begin with light airs from S. E steering by the wind on port tack middle and latter part much the same more ship at dark and headed about N. E. on Starboard tack wind S. East and very light. Lat - 31.. 28.
Long 64.. 28

Remarks, on board Schr. E. H. Hatfield

Thursday Aug. 11th 1881.

First part of these 24 hours begin with light airs and calms heading about N. E. middle and latter part wind S. S. E. more ship at dark and headed S. West. and lay all night. at 6.30 a m more ship again and headed East on Starboard tack. saw two schools of blackfish lowered the Larboard boat and chased about an hour without success. watches employed in ships duty

Lat. 21.. 19. N.
Long. 63.. 5 8. W.

Friday Aug. 12th

First part of these 24 hours begin with light airs from S. S. E. steering by the wind on Starboard tack heading about E. by. South. one sail in sight. middle part much the same more ship at dark and headed to the Eastward latter part variable kinds of weather squalls with thunder and lightning at 6.30 a m more ship and headed about S. W. on port tack.

Lat. 21.. 11. N.
Long. 63.. 50. W.

Saturday Aug. 13th

First part of these 24 hours begin with strong breezes from S. S. E. steering by the wind on port tack heading S. W. one sail in sight. middle and latter part strong breezes from S. East steering by the wind on port tack heading S. S. West. watches employed in ships duty one sail in sight steering to the Westward

Lat 30.. 48. N.
Long - 66.. 20. W.

Remarks on board Schr. E. H. Hatfield

Sunday August 14th, 1881

First part of these 24 hours begin with strong breezes from S. E. steering by the wind on port tack heading S. S. West. middle and latter part much the same heading about S. S. West. one sail in sight

Lat = 30, 10. N.

Long = 37. 20. W.

Monday. Aug. 15th

First part of these 24 hours begin with strong breezes from S. E. steering by the wind on port tack heading S. S. West. middle and latter part much the same at 8. A. M. more ship and headed about E by N. on Starboard tack steering by the wind. watch employed in breaking out water and beef.

Lat. 29. 47. N.

Long. no Obs.

Tuesday Aug. 16th

First part of these 24 hours begin with moderate breezes from S. E. steering by the wind on the S. tack. middle part much the same latter part wind E. S. E. with passing squals steering by the wind on S tack heading about N. E. passed in sight of a Brig steering to the Southward

Lat. 30. 25. N.

Long. 56. 49. W.

Wednesday Aug. 17th

First part of these 24 hours begin with moderate breezes from S. E. steering by the wind on the S. tack heading N. E. middle and latter part wind the same and very light. at 8 A. M. more ship and headed to the Southward watch employed in ships duty

Lat. 30. 49.

Long. no. Obs.

Remarks on board Schr. E. H. Hatfield

Thursday Aug. 18th 1881.

First part of these 24 hours begin with calms and light airs from the Eastward steering by the mixed heading about S. & E. middle and latter part Calms and light airs from all points of the compass Schr going most all ways. watch employed in setting up the fore rigging.

Lat. 30.. 38. N.
Long. no Obs.

Friday. Aug. 19th

First part of these 24 hours begin with calms and light airs from N.N.W. steering by the mixed heading about N. one sail in sight. middle part mixed increasing some from N.N.W. wore ship at midnight and headed to the Northward latter part strong breezes wore ship at 10 A.M. and steered by the wind on S. tack heading about S. West. watches employed in ships duty

Lat. 30.. 41. N.
Long. 57.. 04. W.

Saturday. Aug. 20th

First part of these 24 hours begin with strong breezes from N.N.W. heading about S.W. middle part wind hauling to the Westward at midnight wore ship and headed about N.W. latter part strong breezes from S.W. steering W.S.W. West. watches employed in ships duty

Lat. 30.. 27. N.
Long. 57.. 16. W.

Remarks. on. board. Schr. E. H. Hoffield
Sunday. August. 21st. 1881.
First part of these 24 hours begin with strong breezes from. S. S. W. steering. W. S. W. middle and latter part wind south and blowing heavy steering W. N. West. under all lower sails at. 10 A. M. wind still increasing with heavy sweels. took in mainsail and set trisail

Lat = 31.08. N.
Long = 3-9. 34. W.

Monday. Aug. 22nd
First part of these 24 hours begin with strong breezes from the Southward steering W. by. N. ... middle and latter part more moderate steering. N. by. North.

Lat = 31.33. N.
Long. 61.37. W.

Tuesday Aug. 23d, 1881.
First part of these 24 hours begin with moderate breezes from the S. steering. W. middle and latter part much the same steering West. watches variously employed. one sail in sight -

Lat. 31.40. N.
Long. 63.3 W.

Wednesday. Aug. 24th.
First part of these 24 hours begin with moderate breezes from S. E. steering. N. by. North. middle part wind the same at 1 A. M. sighted Bermuda light - it bearing about. N. by. East - latter part rain squalls and light airs from the. E. steering. N. N. E. at. 10. A. M. Pilot spoke us and at - 12 noon are lying off and on Captain ashore for orders.

no. Obs.

Remarks on board Schr. E. H. Galfield
Thursday. Aug. 28th. 1884.

First part of these 24 hours begin with moderate breezes from S.E. Schr lying off and on. at 4 P.M. set signals for us to proceed up to Hamilton. middle and latter part light airs from the S. at daylight S/I Davids Island light, bearing about North left off and steered N.E by N. at noon are proceeding up towards Hamilton. with light airs from S.E. first part of these 24 hours got up cables and got ready for anchoring

Friday. Aug. 26th.

First part of these 24 hours begin with light airs from the S. at 1 P.M. anchored in Murrays anchorage. and at 2 P.M. the tugboat Reliance hooked on us and towed up to Hamilton where we arrived and dropped anchor at 4. P.M. latter part fine weather all hands employed in washing ship and setting up head gear.

Saturday, Aug. 27th

First part of these 24 hours begin with fine weather all hands employed in setting up head gear and scraping foremast Theofolis Ohara in irons for trying to desert by swimming ashore latter part cloudy with passing rain squalls watches employed in pumping out salt water released T. O'Hara from his irons

Sunday. Aug. 28th.

Fine weather continues moderate breezes from the E. got up tackles and made preparation for hoisting sails on deck. latter part the same Starboard watch ashore for a run and returned at noon.

Remarks on board Schr. E. H. Hatfield.

Monday. Aug. 29. 1881.

Fine weather continues Port watch ashore for a run and returned at sunset. Latter part the same at daylight Commenced to break out oil and finished at 10. A.M.

Tuesday. Aug. 30.

Today begins with fine weather all hands employed in coopering oil and shifting into other casks latter part watches employed in various Jobs about ship wind about N.E. and blowing a moderate gale with light rain squals. Barometer slowly falling

Wednesday. Aug. 31st

These 24 hours begin with a gale of wind from N.E. all hands variously employed middle and latter part various Kinds of weather high winds with squals at 10 A M hauled alongside the Steamer and discharged our oil and finished and hauled off about noon

Thursday Sept 1st. 1881.

These 24 hours begin with fine weather all hands employed in various Jobs middle part shifting some. latter part fine weather and moderate breezes from N. East all hands employed in breaking out shooks and stowing head cask

Friday Sept 2nd

Fine weather continues all hands variously employed at 1 P M the Steamer left with our oil. latter part fine weather all hands variously employed

Remarks on board Schr. E. H. Hatfield
Saturday. Sept. 3d. 1881.

Fine weather continues with moderate breezes from the N. all hands employed in setting up casks middle and latter part fine weather all hands employed the same

Sunday Sept 4th

Fine weather continues and calm all hands employed in flaging casks middle part the same. Starboard watch ashore on liberty. latter part still calm. watch still ashore on liberty

Monday Sept 5th

These 24 hours begin with calms and light airs from S. West. watch still on liberty and all returned at dark but The - Pora who deserted. latter part weather much the same all hands employed in setting up casks and storing hold captured The - Pora and brought him onboard aboard noon.

Tuesday Sept. 6th.

Fine weather continues all hand employed the same middle and latter part weather much the same part watch ashore on liberty the rest of the crew engaged in stopping the hole and splicing the fib stay. which is stranded.

Wednesday. Sept. 7th

Fine weather continues part watch still on liberty rest of crew variously employed latter part calms. watch returned at daylight except. Samuel Robinson and George Pompey. who deserted. all hands employed with the head gear.

Remarks on board Schr. E. H. Hatfield

Thursday, Sept. 8th, 1881.

Fine weather still continues with breezes from N. E. all hands employed variously about ship. middle and latter part fine weather. all hands employed in hauling Schr alongside the wharf to take in water.

Friday, Sept. 9th

Fine weather still continues all hands busily employed in taking in fresh water. took about 40 bbls and hauled and anchored at usual. latter part weather the same crew employed in taking in wood and stowing off the hole

Saturday, Sept. 10th.

Fine weather continues crew employed in taking in wood and stowing hole also taking provisions. at dark let the S. Yawl go ashore and all returned at 11. P.M. latter part finished stowing the hole and cleared up decks

Sunday. Sept. 11th

Fine weather still continues all hands employed in putting the stern boat in her place. and various other jobs. middle and latter part light airs from N.E. part watch ashore per de run and returned about 11. P.M.

Monday Sept. 12th 1881.

Pleas. 24 hours begin with light breezes from N.E. Schr lying at anchor. middle and latter part calms. all hands employed in painting Schr outside.

Remarks on board Schr. E. K. Hatfield
Tuesday, Sept. 13th 1881.

These 24 hours begin with calms and very light airs from the N.E. still lying at anchor all hands busily employed in painting ship and finished about 3 P.M. and took on board 10 bbls of Potatoes & 1 bbl of Apples which came on the Steamer. Latter part variable winds of weather and calms remained lying at anchor waiting for a chance to go out.

Wednesday Sept 14th

First part of these 24 hours begin with calms. Still lying at anchor crew variously employed about 3 P.M. Capt came onboard with Samuel Robinson one of the deserters. Latter part light breezes from the N.E. at 9 A.M. weighed and stood out in the sound but the wind being ahead and very light were obliged to drop anchor at noon about 6 miles from Hamilton.

Thursday, Sept. 15th

First part of these 24 hours begin with light airs from the N.N.E. still lying at anchor in the sound. middle and latter part strong breezes from N.N.E. remained lying at anchor on acct of heads winds. Friday Sept 16th 1881 middle and latter part weather much the same. at 11 A.M. Mr Watson the agent of the Hatfield came aboard and took our Pilot ashore saying the Schr ought to go to sea but the Pilot not wishing to try it on acct of the wind being ahead.

Remarks. on. board. Schr. E. H. Hatfield.

Saturday. Friday. Sept. 17th. 1881.

First part of these 24 hours began with strong breezes from. N.N.E. at 12.30. P.M. Pilot Watson sent another Pilot off. & at. 1. P.M. weighed anchor and started at 3. P.M. dropped anchor abreast of the dock-yard about 3. miles from where we started. middle and latter part strong breezes from the Northward. at. 7. A.M. weighed anchor and went to sea at 11. A.M. the Pilot left us and we stowed anchors and chains.

steering. E. S. East.

Sunday. Sept. 18th

First part of these 24 hours begin with moderate breezes from the. N. steering E. S. East. middle part mind hauling to the. S. West. at 9. P.M. wore ship and steered S. East. latter part strong breezes from S. W. steering. S. East.

Lat. 31.. 55. N.
Long. 61.. 48. W.

Monday. Sept. 19th

First part of these 24 hours begin with strong breezes from. S. W. steering. E. S. East. middle part light airs and calms heading to the. Eastward latter part strong breezes from the. S. steering by the mind on the Starboard tack. heading from. E. to. S East. watch employed in ships duty

No. Obs.

Tuesday. Sept. 20th

First part of these 24 hours began with strong breezes from the. S. steering by the mind on. S. tack heading about. E. S. East. middle and latter part much the same steering. E. S. E. watches employed on ships duty

Lat. 30.00. N.
Long. 57.. 45. W.

Remarks on board Schr. E. H. Hatfield

Wednesday, Sept. 21st 1881.

These 24 hours begin with strong breezes from the southward, steering E.S.E. middle and latter part. first the same. passed in sight of two merchantman steering to the N. East.

Lat. 30.. 80. N.

Long. 67.. 00. W.

Thursday, Sept. 22nd

These 24 hours begin with strong breezes from the Southward steering E. S. East. watch employed in breaking out provisions. middle and latter part squally weather with considerable rain and wind steering E. S. East

Lat 30.. 50, N.

Long. 73:. 40, W.

Friday, Sept. 23d.

These 24 hours begin with squals and calms with considerable rain. middle and latter part about the same. steering to the Eastward when possible

Lat. No. Obs.

Long.

Saturday, Sept. 24th

These 24 hours begin with calms and passing rain squals passed in sight of a Steamer, at 6. P. M. a breeze springing up from S. W. wore ship and steered by the wind on the S. tack, heading about S. East. middle part blowing a gale from the S. W. steering to the Eastward latter part a moderate gale with heavy squals and very rough sea on. at 6. 30. A. M. saw a shoal of sperm Whales going to the Eastward quick, but did not lower on acct of bad weather. also passed a brig steering to the Northward.

Lat. 32.. 03, N,

Long. 64.. 58. W,

Remarks on board Schr. E. H. Hatfield

Sunday. Sept. 25th 1881.

These 24 hours begin with a moderate gale from the S. West. with heavy passing squalls. steering S. E. middle part more moderate latter part moderate breezes from the westward steering S. East. watch employed in ships duty

Lat. 30.. 12. N.
Long. 52.. 30. W.

Monday. Sept. 26th

These 24 hours begins with moderate breezes from the westward steering S. East. under full sail at dark hauled to the wind and took in everything but forsail heading about S. West. weather stormy. middle and latter part moderate breezes from the N. East. more ship at 2 a. m. and headed to the S. E.

Lat. 29.. 44. N.
Long. 52.. 13. W.

Tuesday. Sept. 27th

These 24 hours begin with moderate breezes from the N.E. steering S. E by S. middle part much the same at dark hauled to the wind and lay all night under the forsail. made sail at sunrise and steered by the wind on port tack heading about S. E. by E. wind moderate from N. E. watches variously employed. saw a school of Porpoises

Lat. 29.. 10. N.
Long. 51. 27 W

Wednesday. Sept. 28th

These 24 hours begin with moderate breezes from the N.E. steering by the wind on the port tack heading E. S. E. middle and latter part much the same more ship at 9. a. m. and headed to the N. more again at noon and headed about S. East on the Port tack.

Lat. 28.. 59. N.
Long. 51.. 11 W

Remarks on board Schr. E. H. Galfield

Thursday. Sept. 29th 1881

First part of these 24 hours begin with strong breezes from E.N.E. steering by the mind on the Port tack heading about S. East. middle and latter part mind and weather much the same, and steering the same watch employed in breaking out for water and tobacco!

one sail in sight.

Lat. 28.16. N.
Long. 80.26. W.

Friday. Sept. 30th

These 24 hours begin with moderate breezes from the E.N.E steering by the mind on the Port tacks. heading about S.E. middle and latter part mind about East steering by the mind on the Port tack heading S.S.E. watches employed in ships duty.

Lat. 27.40. N
Long. 80.18. W.

Saturday. Oct. 1st. 1880.

These 24 hours begin with moderate breezes from the Eastward steering by the mind on Starboard tack heading N.N.East having more ship at 12.30. P.M. middle and latter part mind and weather much the same and steering the same watches variously employed

Lat. 28.36. N.
Long. 80.17. W

Sunday. Oct. 2nd.

These 24 hours begin with moderate breezes from the Eastward steering by the mind on the S. tack heading about N.N.E. passed in sight of a Steamer and a sailing vessel. middle part much the same at 5 A.M. more ship and headed about S.E. on the Port tack latter part squally with much rain and mind increasing in violence steering by the mind on the Port tack heading S.E.

Lat. 29.30. N.
Long No Obs.

Remarks on board Schr. E. M. Hatfield

Monday. Oct. 3d, 1881.

First part of these 24 hours begin with strong breezes and passing rain squalls from the Eastward steering by the wind on the Port tack heading about S. East middle and latter part weather much the same. at 1. P.M. wore ship and steered by the wind on the Starboard tack heading about N.N.East. watches variously employed.

Lat. 29.. 16 N.
Long. 80. 27. W.

Tuesday. Oct. 4th.

First part of these 24 hours begin with strong breezes from the Eastward steering by the wind on the S. tack heading about N.N.East. middle part wind moderating some latter part moderate breezes from the E. at 9 A.M. wore ship and steered by the wind on the port tack heading about S.S.East.

Lat. 29.. 50 N
Long. No. Obs.

Wednesday. Oct. 5th.

First part of these 24 hours begin with moderate breezes from the Eastward steering by the wind on the port tack heading S.S.E. at 4.30. P.M. wore ship and headed to the Northward. middle part much the same latter part wind moderate from the S.S.E. steering by the wind on the S. tack heading from S.S.W. E. to E by South. watches employed in painting the Starboard bow and breaking out water.

Lat. 30.. 07. N.
Long. 80.. 32. W.

Remarks, on board Schr. E.H. Galfield
Thursday, Oct. 6th 1881.

These 24 hours begin with moderate breezes from the Southward steering by the wind on the S. Lock. heading about E. by South middle middle part wind increasing some and hauling to the westward a little. latter part variable weather strong breezes from S.S. West. with passing rain squalls heading about S.E. saw a school of Porpoises and struck one but lost him watches variously employed

Lat 50..16 N
Long. 5 a 6 W

Friday, Oct. 7th

These 24 hours begin with squalls and moderate breezes from the S. and S.S.W. steering by the wind on the S Lock. heading about S. East. middle part wind increasing in violence. latter hard blowing a gale from the Southward with some rain. at 1. A.M. wore ship and reefed forsail and trisail and lay to on the Port tack heading about W. S. W.

No. Obs.

Saturday, Oct. 8th

These 24 hours begin with a gale of wind and some rain from the S. at 1. P.M. wore ship and lay to on the S. tack heading about E.S.East middle part gale increasing in violence with ugly sea on at dark reefed fore and at 2. A.M. double reefed the forsail and took every thing out of boats. vessel rolling heavy. latter part weather about the same lying to on the S tack under slow sails heading from E. to S. East.

No. Obs.

Remarks on board Schr. E. H. Hatfield

Sunday, Oct. 9th 1881.

First part of these 24 hours begin with a gale from the Southward. Schr lying to, on the Starboard tack under storm sails heading about E. S. E. middle and latter part gale abating a little but mighty sea running. Still lying under storm sails heading from E to S. E by East.

Lat. 31.. 36. N.

Long. 46.. 38. W.

Monday. Oct. 10th

These 24 hours begin with a moderate gale from the Southward with passing rain squalls. Schr lying too under storm sails on the S. tack heading about E. S. East, middle part wind backening to the S. E. some latter part moderate breezes from S. East. at 6. 30. A. M. saw some whales at 7. A. M. wore ship and headed for them but did not see them again steering by the wind on the Port tack heading about S. E. watch employed in ships duty

Lat. 31.. 30. N.

Long. 46.. 30. W.

Tuesday. Oct. 11th

First part of these 24 hours begin with moderate breezes from E. S. E. steering by the wind on the Port tack heading about South. at 12. 30. P. M. saw a school of Sperm Whales going Quick to W. N. West. lowered the boats and chased until 4. ½ P. M. the returned without success lost sight of the whales. middle part wind about S. E. heading about E by S. West at 11 P M wore ship and headed about E. by N. wore again at 3. A. M. and headed about S by West. on the Port tack latter part moderate breezes from S. E. by East.

Remarks on board. Sch. E. H. Hatfield
continued from Oct. 11th 1881
Steering by the wind on the Port tack
at 7.30 A.M. saw a school of Sperm
whales. at 8. lowered the boats. at
8.15 A.M. Starboard boat struck.
Starboard boat started and missed the
whale. at 12. midday took the whale
to the ship wind moderate from
the S. East.

Lat. no Obs
Long

Wednesday Oct. 12th 1881.

These 24 hours begin with moderate
breezes from S.E. Sch lying to on
Starboard tack all hands employed in
cutting in the whale and finished at
7. P.M. middle part mostly the
same. all hand below but one man on
watch at a time. latter part wind
varying from S.S.W to N.W. at
7.30 A.M. wore ship and headed to
the Northward on the Port tack. blowing
heavy from the westward with some
rain. at daylight called all hands
got down cutting gear and commenced
to clear away the head and cut up
the whale.

Lat 31.32.S
Long. 46.38.W

Thursday, Oct. 13th

These 24 hours begin with strong
S.West winds and passing rain squalls
with much sea heading to the S.W
wore ship at 4 P.M. and headed to the
S.E. all hands employed in clearing away
the head and cutting up the whale at 6 P.
M. started the works but-head to cool
down at 5. P.M. in midst of much rain
middle part blowing heavy from S.S.W.
at 9.30 P.M. started the fires again
latter part moderate breezes from S.S.W.

Remarks on board Schr. E. H. Kalbfleisch.
heading along by the wind on the S. tack
all hands employed in boiling the whale
Lat. 31.47. N.
Long. 46.16 W.
Friday. Oct. 14th. 1881
These 24 hours begin with moderate
breezes from S.S.W. heading along
by the wind on the S. tack. all hands
employed in boiling the whale, middle
part moderate breezes still boiling
the whale and finished at 6.30 A.M.
latter part strong breezes from S.S.W.
steering by the wind on the Starboard
tack heading about S.S.East. and all
employed in running down the oil
Lat 31.47. N.
Long 46.16. W.
Saturday Oct. 15th
These 24 hours begin with strong
breezes from S.W. steering by the wind
on the S. tack heading about S.S.E.
all employed in running down
oil middle and latter part wind
about the same with passing rain
squalls more ship at 11 P.M. and
headed to the N.W. more again at 1 A.M
and headed to the southward. watch
seriously employed in ship duty.

No. Observations

Remarks on board Schr. E.H. Hatfield

Sunday Oct. 16th 1881

These 24 hours begin with strong breezes from S.W. and hauling into S.S.E. about 4 P.M. steering by the wind on the starboard tack heading from West to S.W. West, at 6 P.M. saw a large school of Cow and Black fish. headed to the Northward. middle and latter part wind hauling to the Eastward some at 8 A.M. kept off and steered West at 11 A.M. hauled by the wind on the S. tack heading S. by West.

Lat. 31.16 N.

Long. 46.46 W.

Monday Oct. 17th

These 24 hours begin with strong breezes from N.E. steering by the wind on the S. tack heading about S. by W. middle part moderate breezes from N.E. by E. at dark took in everything but foresail and lay all night on the starboard tack. latter part light airs from N.E. made sail at 8 A.M. and steered by the wind on the S. tack heading S.S.W. crafts employed in breaking out water and running down said water to trim vessel.

Lat. 31.29

Long. 43.56

Tuesday Oct. 18th

These 24 hours begin with light airs from N.E by N. steering by the wind on the S tack. heading about S.S.W. middle part much the same. latter part wind S. and very light. at 8 A.M. took in foresail and set the mainsail. at 9 A.M. saw a number of Sulphur bottom whales. at 10 tacked ship and headed to the E. at 11 A.M. tacked again and headed about W.S.W. and took in mainsail and flying jib and set the foresail. weather squally from N.E. steering by the wind on the starboard tack. No Obs.

Remarks on board Schr E. H. Mayfield.

Wednesday Oct 19th 1881.

These 24 hours begin with light breezes and squalls from S.E. steering by the wind on the S. tack heading about S.S.W. middle part fine weather at dark wore ship and shortened sail and lay to on the port tack heading S.E. at daybreak made sail and steered by the wind on the port tack heading about S.S. West, made variously employed

Lat. 30..42.S
Long. 46..06.W.

Thursday Oct 20th

These 24 hours begin with light airs and calms, heading S.S.W. at 12. 80 wore ship and steered by the wind on the S. tack. at 3. P. M. stick calm took in everything but the forsail and let her lay, middle part calms, latter part light airs from S.W. at daybreak wore ship and made sail and steered by the wind on the port tack heading about W. by S., made variously employed in ships duty.

Lat. 30..48.S
Long. 46..12.W.

Friday Oct. 21st.

These 24 hours begin with calms and light airs from S.W. steering by the wind on the port tack. at 4. P.M. Spoke the Brig Clifford of Halifax N.S. 9 days from H--- with a cargo of salt codfish and bound to Bahia Brazil, middle part light airs from the S. shortened sail at dark and lay so all night on the Port tack, latter part light breze from the S. made sail at sunrise and stood along on the port tack at 8. A.M. We left Off and steered North made variously employed in ships duty.

Lat. 30..48.S.
Long. 46..13.W.

Remarks on board. Schr. E. H. Kalfield

Saturday. Oct. 22nd 1881.

These 24 hours begin with light breezes from the southward steering North at 1. P.M. wore ship and steered. N.W. 1/2 W. middle part wind hauling to S.W. and increasing in violence at dark hauled by the wind on the port tack and shortened sail. at midnight wore ship and steered about. S.S.E. on the S tack latter part blowing a gale from S.W. at daylight reefed fit and trysail and set them. at. 8. A.M. double reefed the forsail gale increasing schr lying to on the starboard tack under storm sails

Lat. 38 42

Long. no Obs.

Sunday. Oct. 23d

These 24 hours begin with a gale from S.W. Schr lying to on the S tacks at 1 P M. hoisted in fit and trysail and lay under double reefed forsail. at 4 P.M. hove everything out of the boats. vessel rolling heavy. middle part squally and gale moderating and wind hauling into N.W. at 1/2 P.M. set double reefed fit and trysail. heading about W.S.W. latter part a moderate gale from N.W. still lying to on the S. tack heading W.S.W.

Lat. 38.10

Long. 45.36.

Monday. Oct. 24th

These 24 hours begin with a moderate gale from the N.W. still lying on the S. tack heading about W.S.W. middle and latter part strong breezes from N.E. at 2. A.M. wore ship and steered S. East. watch variously employed.

Lat. 22.27

Long. 45.00

Remarks. on. board. Schr. E. H. Hatfield.

Tuesday. Oct. 25th. 1881.

These 24 hours begin with moderate breezes from S.E. steering. S. E by. E. one sail in sight. middle part. Moderate breezes from. E.S.E. lying too on the port tack latter part strong breezes from E.S.E. last made sail at sunrise and steered by the wind on the port tack heading about S.E. by. S. watch seriously employed.

Lat. 28. 3 S

Long. 45. 18

Wednesday. Oct. 26th

These 24 hours begin with strong breezes from the eastward steering by the wind on the port tack heading about S.S.E. watch employed in pumping the larboard boat. middle part much the same. lay too all night. latter part wind about S.E. at sunrise made sail and steed along on the port tack heading S.S.E. one sail in sight.

Lat. 28.00

Long. 43. 1E.

Thursday. Oct. 27th

These 24 hours begin with strong breezes from S.E. heading about S.S.W. middle part moderate breezes from S.S.East. at sunset more shit and lay too on the S tack heading about. East. latter part moderate breezes from the S.E. steering by the wind on the S. tack heading about E.S.E. watch seriously Employed in ships duty

Lat. 28. 22. N.

Long. 44. 28. W

Remarks on board Schr E.H. Hatfield
Friday Oct 28th 1881.

These 24 hours begin with moderate breezes from S.E. steering by the wind on the S. tack heading about E.S.E. middle part light breezes from E.S.E. at sunset more ship and headed about South on the port tack more ship at 11 P.M. and headed about E.S.E. on the S. tack. latter part strong breezes from S.E by S. steering by the wind on the starboard tack heading E by S. watch employed in breaking out for Beef and water.

Lat. 28.45 S.
Long. 44 - 02 W

Saturday Oct 29.

These 24 hours begin with strong breezes from S.E by S. steering by the wind on the Starboard tack heading about E by S. middle and latter part strong breezes from S by E. heading about E by S.

Lat. 29.27.
Long. 43.42.

Sunday Oct 30th

These 24 hours begin with strong breezes from the S. steering by the wind on the S. tack heading about E.S.E. East middle part the same latter part strong breezes from S.S.W. steering S.E.

Lat 29.47
Long. 42.27

Monday Oct 31st

These 24 hours begin with strong breezes from S.S.W. heading S.E. middle part regularly and light breezes from all points of the compass Heading S.S.E. when possible. latter part regularly with moderate breezes from S.E. Heading about S.S.E. watch employed in breaking out for provisions.

Lat. 29.34
Long. 42.02

Remarks on board Schr. E. H. Hatfield

Tuesday, Nov.r 1st, 1881.

These 24 hours begin with passing rain squalls and moderate breezes from S.E. steering by the wind on the port tack heading about S. S. East. middle and latter part strong breezes from N. East steering S.E. watch variously employed.

Lat. 28. 37.
Long. 40. 22.

Wednesday, Nov. 2nd

These 24 hours begin with strong breezes from N.E. steering S.E. at 4. P.M. saw breakers and shoals 4 miles off. made sail and steered for it but saw nothing more. middle part light breezes from N.E. at dark hauled to the wind and shortened sail heading E.S.E. latter part light breezes from E.N.E. steering by the wind on the port tack heading about E. at 8. A.M. saw a finback Whale. watch employed in breaking out water.

Lat. 28.. 04.
Long. 40.. 13.

Tuesday, Nov.r 3d

These 24 hours begin with light airs from N.N.E. steering the same heading about E. middle part the same lying to under the foresail, on the port tack, latter part light airs from N.N.E. made sail at sunrise and steered by the wind on the port tack heading about East, watch employed in setting up preventer fib-stay

Lat. 28. 08 N.
Long. no Obs--

Remarks on board Schr E. H. Hatfield
Friday Nov 4th 1881.

These 24 hours begin with light airs from E.N.E. steering by the wind on the port tack heading about E. and S. E. saw a number of grampuses and passed in sight of a B.K. steering for N.W.

Lat 27.35 S.
Lon. 39.22 W

Saturday Nov 5th

These 24 hours begin with strong breezes from N.E. steering the same heading S.S.E. saw a finback whale. middle and last part strong breezes from the E. wore ship at midnight and by the wind on the S. tack heading N.N.E. saw a finback and passed in sight of a B K steering for S.W. watch employed in ships duty

Lat 22.33
Long. 39.17

Sunday Nov 6th

These 24 hours begin with moderate breezes from the E. wore ships at 12.30 P.M. and headed about S.S.E. one sail in sight. middle part weather much the same. lay to all night on the port tack. Latter part moderate breezes from N.E. made sail at sunrise and steered by the wind on the port tack heading E.S.E. one sail in sight.

Lat. 22.14. S.
Long. 38.48. W.

Remarks on board Schr. E. H. Hatfield

Monday Nov. 7th 1881

These 24 hours begin with squalls and moderate breezes from N.E. steering by the wind on the port tack heading E.S.E. two sails in sight. middle and latter part moderate breezes from N.E by E. steering the same heading about S.E. watch employed in ships duty.

Lat. 26.51
Long. no obs.

Tuesday Nov. 8th

These 24 hours begin with moderate breezes from N.E by E. at 12.30 P.M. wore ship and steered by the wind on the S. tack heading about S by W. at 1.30 P.M. saw a finback. at 4. P.M. saw a school of sperm whales. lowered the Starboard boat and chased until dark without success. whales going quick to the windward. at dark wore ship and stood on the port tack heading S.E. middle and latter part moderate breezes from N.E. steering by the wind on different tacks working to the windward. watch variously employed saw a grampus.

Lat. 26.20
Long. 38.21

Wednesday Nov. 9th

These 24 hours begin with light breezes from N.E. steering by the wind on the S. tack heading about S.S.W. saw a finback middle part calm. latter part light airs from W.S.W. steering East. watch employed in setting up the head stays.

Lat. 26.49.
Long. 38.11.

Remarks on board Schr. E. H. Hatfield

Thursday Nov. 10, 1881

These 24 hours begin with moderate breezes from N.N.E. steering East. saw some Grampuses. middle part calms and squalls and wind shifting into N.N.E. steering by the wind on the port tack latter part strong breezes from the same heading about East. watch seriously employed

no Obs —

Friday. Nov. 11th

These 24 hours begin with strong breezes from N.N.E. with passing rain squals steering by the wind on the port tack heading East. middle part. wind still increasing in violence at midnight reefed sails and steered E. by South. weather thick overcast and threatening. latter part strong breezes from N. to N.E. steering by the wind on the port tack heading from E by N. to E.S.E. weather much better. watch seriously employed

Lat. 26.44.

Long. 31.38.

Saturday. Nov. 12th

These 24 hours begin with moderate breezes from N. and N.E. steering by the wind on the port tack. middle and latter part light breezes from North and N.N.E. steering the same heading from E to N.E. watch employed in breaking out water and provisions

Lat. 26.41

Long. 34.37

Remarks on board Schr. C. H. Hatfield

Sunday Nov. 18th 1883

These 24 hours begin with light airs from the Northward steering by the wind on the port tack heading about E.S.E. watch employed in ships duty. middle and latter part calm. saw a finback whale.

Lat. 26.. 8 S.
Long. 34.. 28.

Monday Nov. 19th

These 24 hours begin with calms at 4. P.M. a light breeze springing up made sail and steered by the wind on the port tack heading about S.S.E. at 8 P.M. more ship and headed to the northward. latter part moderate breezes from the E. steering by the wind on the starboard tacks heading S.S.W. E. two sails in sight. at 9. A.M. saw a school of Black-fish lowered the Starboard boat and chased for half an hour without success

Lat. 26.. 3 8.
Long. 34.. 37

Tuesday Nov. 20th

These 24 hours begin with moderate breezes from the eastward steering by the wind on the S. tacks. heading S.S.E. two sails in sight. middle and latter part moderate breezes from E.S.E. steering by the wind on the starboard tack heading about S.E. watch seriously employed two ships in sight steering to the S.S.E.

Lat. 28.. 08
Long. 34.. 11

Remarks on board. Schr. E. H. Hatfield
Wednesday. Nov. 16th 1881

These 24 hours begin with moderate breezes from. E. S. E. steering by the wind on the S. tack heading about. N. E. two sails in sight. middle part much the same passed in sight of a. S. N. latter part calms passing rain squals and light breezes from the eastward steering by the wind heading about. N. N. E. watch employed in repairing the mainsail saw a finback whale

Lat. 28..42. N.
Long. 84. 00

Thursday Nov. 17th

These 24 hours begin with calms rain squals & light breezes from S. E. steering N. East. when possible. weather overcast and cloudy. middle part calms and light airs from the South steering N. East. latter part light breezes from the South steering N. E. by. East. watch employed in ships duty. at 9. A. M. saw breaches and supposed it to be a sperm whale. got the boats ready. but it proved to be a finback

Lat. 2 3.. 30.
Long. 84.. 08.

Friday. Nov. 18th

These 24 hours begin with light breezes from the S. steering N. E. by. E. one sail in sight. middle part squals calms and moderate breezes from North and. N. E. steering by the wind on the S tack latter part strong breezes from N. N. E. with passing rain squals steering the same heading about East. watch variously employed. one sail in sight.

Lat. 2 2.. 5. 3.
Long. 83.. 14.

Remarks on board Schr. E. H. Hatfield

Saturday, Nov. 19th, 1881

These 24 hours begin with strong breezes from. N.N.E. steering by the wind on the S. tack heading about. East. weather thick and cloudy. middle and latter part strong breezes from N.E. and E.N.E. steering by the wind on the port tack. two sails in sight.

Lat. 22..19.
Long. 82.. 05.

Sunday. Nov. 20th.

These 24 hours begin with strong breezes from. E.N.E. steering by the wind on the port tack heading about. S. East. middle and latter part the same and steering the same

Lat. 28..19
Long. 80.. 20

Monday. Nov. 21st.

These 24 hours begin with strong breezes from E.N.E. steering by the wind on the port tack heading about. S. East. weather overcast and cloudy middle part much the same. latter part wind hauling the. Eastward and moderating some heading about S. E by. South. watch variously employed.

Lat. 27..16.
Long. 21.. 11.

Tuesday. Nov. 22nd.

These 24 hours begin with moderate breezes from. E.S.E. at 12.30 P.M. more shift and steered by the wind on the. S. tack. heading about. N.E. saw a large school of Porpoises and struck one. middle and latter part moderate breezes from. S.E. by. E. steering by the wind heading about. N.E. by. E. watch variously employed in ships duty

Lat. 28..11.
Long. 21..14.

Remarks on board Schr. E. H. Hatfield

Wednesday. Nov. 23d.

These 24 hours begin with moderate breezes from E.S.E. at 2. P.M. wind backening into N.N.E. hauled ship and steered by the wind on the port tack heading S.E. and S.E by E. middle part wind about the same with passing squalls latter part strong breezes from E.N.E. steering the same heading about S.E. watch employed in ships duty.

Lat. 27.26.

Long. 28.25.

Thursday. Nov. 24th

These 24 hours begin with strong breezes from E.N.E. steering by the wind on the port tack heading about S.E. middle part squaly wind about the same latter part moderate breezes from E.N.E. heading S.E. and S.E. by S. watch employed in breaking out water.

Lat. 26.27.

Long. 27.21.

Friday. Nov. 25th.

These 24 hours begin with moderate breezes from E.N.E. steering by the wind on the port tack heading about S.E. middle and latter part strong breezes from N.E. by E. steering by the wind heading about S.E by E

Lat. 25.28 N

Long. 25.48. W.

Saturday. Nov. 26th.

These 24 hours begin with strong breezes from N.E. by E. steering full and by the wind heading about S.E. by E. middle part wind the same with passing rain squals latter part strong breezes from E.N.E. steering full and by heading about S.E. watch variously employed in ships duty

Lat 24.23.

Long 24.5 W.

Remarks on board Schr. E. H. Heathfield

Sunday, Nov. 27th, 1881.

These 24 hours begin with strong breezes from E.S.E. steering by the wind on the port tack heading about S.E. middle and latter part strong breezes from E by S. steering full and by the wind on the port tack heading about S.E. by E. passed in sight of a Schr. steering to the Northward.

Lat. 23.. 09.
Long. 24. 02.

Monday, Nov. 28th.

These 24 hours begin with strong breezes from E. by S. steering by the wind heading S.E. by South, middle and latter part blowing heavy from the Eastward at 12. midnight took in the mainsail and flying jib and set trysail steering by the wind on the port tack heading about S.E. by S. watch variously employed in ships duty

Lat. 22.. 57. N
Long. 23.. 06. W.

Tuesday, Nov. 29th.

These 24 hours begin with strong breezes from the Eastward steering by the wind on the port tack heading about S.E. by S. middle and latter part wind and weather much the same and steering the same watch variously employed in ships duty. Passed a large Steamer steering to S. West.

Lat. 20, 49.
Long. 22. 28.

Remarks on board Schr. E. H. Hatfield
Wednesday, Nov. 30.

These 24 hours begin with strong breezes from the Eastward steering by the wind on the port tack at 8. P.M. wore ship and stood on the S. tack heading about S.E. by North. middle part weather much the same and steering the same. at 7. A.M. wore ship and stood on the port tack heading about S.S.E. weather cloudy and overcast. passed in sight of a Steamer steering to S.W.

Lat 21.09.
Long. 22.22.

Thursday. Dec. 1st, 1881.

These 24 hours begin with strong breezes from the Eastward steering by the wind on the port tack heading about S.S.E. middle and latter part wind and weather much the same and heading the same watch employed in ships duty

Lat. 20.04 Long. 22.10

Dec. 2nd

These 24 hours begin with strong breezes from the Eastward steering by the wind on the port tack heading S.S.E. passed in sight of two Steamers both steering to S. West. middle part wind the same and moderating some passed in sight of a B.K. steering to S.W. latter part strong breezes from the Eastward wore ship at 11. P.M. and headed to the Northward on the Starboard tack. watch variously employed in ships duty.

Lat 20.10.
Long. 22.12.

Remarks on board. Schr. E. H. Healfield
Saturday. Dec. 3d. 1881.

These 24 hours begin with strong breezes from the Eastward, heading to the N. at 2. P. M. wore ship and steered by the wind on the port tack heading about S. S. E. passed by a B K steering S. S. West, middle and latter part wind and weather much the same and heading about the same, watch employed in breaking out water and provisions. saw a school of Porpoises.

Lat. 19.. 23 N
Long. 21.. 57, W.

Sunday. Dec. 4th

These 24 hours begin with strong breezes from the E. steering by the wind on the port tack. heading S. S. E. at 3. 30. P. M. wore ship and headed to N. N. E. middle and latter part moderate breezes from the same. wore ship at 11. P. M. and headed to the Southward. wore ship again at 7. A. M. and headed about N. N. E. on the S. tack.

Lat 19.. 13. N.
Long. 22.. 16. W.

Monday. Dec. 5th.

These 24 hours begin with moderate breezes from the E. steering by the wind on the S. tack. heading N. N. E. middle and latter part strong breezes from the same. wore ship at daylight and steered by the wind on the port tack heading about S. S. E. watch variously employed in ships duty.

Lat. 19.. 44.
Long. 22.. 2

Remarks on board Schr. E. H. Hatfield

Tuesday. Dec. 6th 1881.

These 24 hours begin with strong breezes from the Eastward steering by the wind on the port tack heading about S. S. E. at sunset reefed fit and try sail. weather cloudy and overcast. middle and latter part wind and weather much the same and steering the same watch employed in ships duty

Lat. 18. 42 E. S.
Long. 22. 00. W.

Wednesday. Dec. 7th

These 24 hours begin with strong breezes from the E. steering the same. middle and latter part the same heading about S. S. E. on the port tack.

Lat. 17. 50
Long. 21. 24.

Thursday. Dec. 8th

These 24 begin with strong breezes from the E. heading about S S E. middle part- wind the same and heading the same latter part weather the same at sunrise kept off W. S. W. at 8. A. M. saw the Island of Sal. C. V. I. bearing W. S. W. distance 10 miles hauled up S. W. by S. and run around to the leeward of the Island. all hands employed in getting up chains and making preparations for anchoring.

no Observations.

Remarks on board the Schr. E. H. Hartshorn
Friday. Dec. 9th. 1881.

These 24 hours begin with strong breezes from the Eastward. at 1. P.M. dropped came to anchor with the best-bower in 7 fathoms of water to the leeward of the Island of Sal. for the purpose of setting up rigging and various other jobs about the vessel. it being to rough outside. to do it. middle and last part wind and weather the same remained lying at anchor all hands busily employed in setting up the rigging mending sails and other jobs about the vessel.

Saturday. Dec. 10th.

All these 24 hours strong breezes from the Eastward still lying at anchor. crew employed in mending sails. setting up rigging and so forth.

Sunday. Dec 11th.

All these 24 hours moderate breezes from the Eastward remained lying at anchor. crew employed in breaking out water and provisions at dark hoped the port anchor.

Monday Dec 12

All these 24 hours blowing strong from the Eastward remained lying at anchor. crew busily employed in various work about the vessel.

Tuesday. Dec. 13th.

All these 24 hours blowing heavy from the Eastward remained lying at anchor. crew variously employed. about the vessel.

Remarks on board Schr. E. H. Hatfield.

Wednesday. Dec. 14th.

All these 24 hours blowing heavy from the Eastward. remained lying at anchor crew variously employed about the vessel.

Thursday. Dec. 15th.

All these 24 hours blowing heavy from E. N. East remained lying at anchor crew variously employed about the vessel.

Friday Dec 16th

All these 24 hours strong breezes from E. N. E. lying at anchor crew employed variously about the vessel.

Saturday Dec. 17th.

All these 24 hours lying at anchor weather the same crew variously employed

Sunday. Dec. 18th

All these 24 hours lying at anchor weather very blustering.

Monday. Dec. 19th.

All these 24 hours lying at anchor weather much the same crew employed in various work about the vessel.

Tuesday. Dec. 20th.

All these 24 hours lying at anchor crew variously employed weather the same. today the Captain received word from the American Consul that he had received a letter from nine of the crew saying that the vessel was leaking badly and unseaworthy. and that they did not dare trust there lives in her at sea. the vessel has got a small

Remarks. on board. Schr. E. G. Hatfield.
Lead forward somewhere but nothing
more than when she left Edgartown.
in common weather we pump once
in 24 hours and in very bad
weather we by the pump once in
2 hours. the crew after promising
the Capt— they would go to St.
Jago with him and se the Consul
general. at 12.. noon received a visit
from the Consul then they refused
unless ~~they~~ he would send a man in
our boat this place not wishing to
trust him.

Wednesday. Dec. 21st

All these 24 hours remained lying at
anchor at sunrise hove up the iron
anchor and sat headed it. weather
fine with moderate breezes from E. N. E.

Remarks &c. on board Schr. E. H. Hautfield.

Thursday Dec 22nd 1881

All these 24 hours remained lying at anchor fine weather and moderate breezes from E. N. E.

Friday, Dec. 23d.

These 24 hours begin with moderate breezes from the E. N. E. at 5:30. P. M. weighed anchor and shaped our course for St. Jago. steering S. W. by W. & S. P. middle land bated part wind and weather much the same at 8. A. M. saw the S. land of St. Jago. bearing S. W. distance about 10 miles also saw the Island of Mayo bearing S. E. by S. distance about 10 miles. at 9 A. M. hauled up S. W. by S. and finely to S. S. W.

Saturday Dec. 24th

These 24 hours beg. in with moderate breezes from the Eastward at 5:30 P. M. shaped anchor at Port Prio in 6 fathoms of water middle and bottom part mud and weather much the same at 9. A. M. received a visit from the Comercial consul called all hands aft and read a letter to them

Sunday, Dec. 25th

All these 24 hours begin with strong breezes from N. E. lying at anchor at Porto Prio.

Remarks on board Schr. H. Hatfield

Monday, Dec. 26th 1881.

All these 24 hours moderate breezes from the E. remained lying at anchor, at 12 noon HBR the mate despatched men ashore and discharged them

Tuesday, Dec. 27th

All these 24 hours remained lying at anchor fine weather and light breezes from E.N.East.

Wednesday, Dec. 28

These 24 hours begin with moderate breezes from the N.E. at sunset weighed anchor and started for Brava with a crew, with the American Consul and two other gentlemen as passengers. middle part calm and light airs latter part strong breezes from N.N.E. steering S.W.

Thursday, Dec. 29th

These 24 hours begin with strong breezes from N.N.E. and finely moderated down to a calm lying off the Northern point of St. go at 4 P.M. finding that we were drifting on to the rocks. lowered two boats and with the assistance of a crew and boat succeeded in towing her off there and around into a bay where we anchored at 11 P.M. in 9 fathoms of water after 6 hours towing. middle and latter part calms remained lying at anchor waiting for a breeze to go out with.

Remarks on board Schr. E. H. Hatfield

Friday. Dec. 30. th. 1881.

Last 24 hours begin with calms and continued so until daylight. then a light breeze springing up made sail weighed anchor and with the assistance of a boat and crew from the shore and our two boats succeeded in towing the vessel out and the wind increasing shaped our course for Brava. steering, N.E. by E.

Saturday. Dec. 31. st

All these 24 hours moderate breezes from N. E. at 2. P.M. anchored at Furna at the Island of Brava. remained lying at anchor. the rest of the 24 hours. the American Consul & Captain gone up to the town on business.

Sunday, Dec. 1. st. 1882

All these 24 hours remained lying at anchor. in the morning found that the boy had deserted during the night.

Monday. Dec. 2. nd

All these 24 hours lying at anchor fine weather. today discharged Hagans Scurvy the 1st Officer.

Tuesday. Dec. 3. d

All these 24 hours remained lying at anchor. blowing heavy from N. N. E. Boy returned today. got enough of running away.

Remained on board Schr. E. H. Kaufield
Wednesday Jan. 4th 1882.
All these 24 hours lying at anchor.

Thursday. Jan. 5th
All these 24 hours remained lying at anchor. waiting for the crew.

Friday. Jan. 6th.
All these 24 hours lying at anchor.
5 of the men came on board. The rest
kept. had shiped remained
waiting for the other.

Saturday. Jan. 7th.
All these 24 hours light and baffling winds from most all ways. at 7. A.M. arranged anchor and started for.
St Yago. at 12 noon calms lying about half way from Brava to Fogo.

Sunday. Jan. 8th
All these 24 hours light airs and calms. steering S.E. by S. when possible at 12 noon south point of Fogo. bearing E.S.E. distance about 15 miles.

Monday. Jan. 9th
These 24 hours begin with calms and light baffling winds from all ways. at dark wind increasing to a stiff breeze from E.N.E. steered by the wind on the port tack heading about S.E by E. latter part wind the same. at 2.30 A.M. tacked ship and headed to the Northward at 11. P.M. sighted Fogo. bearing N.N.W. West. distance about 20 miles.

Remarks on board Schr. E. H. Healfield

Tuesday. Jan. 10th. 1882.

These 24 hours begin with strong breezes from E.S.E. at 1.30 P.M. tacked ship and headed to the S.E. at sunset tacked again and headed to S.S.E. middle and latter part blowing heavy from E.S.E. at 11. P.M. tacked ship and headed to the S.E. at. 7. A.M. tacked again and headed to the S.S.E. pumps carfully attended to. vessel making some water.

Lat. 14.. 88. S.

Long. no Obs.

Wednesday. Jan. 11th. 1882.

These 24 hours beg in with strong breezes from E.S.E. steering by the wind on the starboard tack heading about S.S.E. at 3. ?M. saw the Island of Santa Cruz at. 6. ?M. anchored at Port-Praia in 6 fathoms of water. with the Starboard anchor. middle and latter part fine weather. latter part all hands employed in making preparations to take in fresh water.

Thursday. Jan. 12th.

All these 24 hours remained lying at anchor. crew employed in taking in fresh water have a man employed in corking the vessel outside and in

Friday. Jan. 13th.

All these 24 hours remained lying at anchor crew employed in taking in fresh water. today Seraphine Deroza deserted one of the men shipped in Brava. without cause

Remarks. on. board. Schr. E. H. Hatfield.

Saturday. Jan. 14th. 1882.

All these 24 hours remained lying at anchor. all hands employed in taking in fresh water. the corker still at work.

Sunday. Jan. 15th.

All these 24 hours remained lying at anchor. crew employed in taking in fresh water the first part. and corker still at work on the vessel.

Monday. Jan. 16th.

All these 24 hours remained lying at anchor. all hands employed in taking in water and recruits. weather fine and the moderate breezes from. N. East. 2d mate sick and off duty with the rheumatism. the corkers still at work on the vessel.

Tuesday. Jan. 17th

All these 24 hours remained lying at anchor all hands employed in taking in water and stowing off the hold and finished at noon..

Wednesday. Jan. 18th.

These 24 hours begin with strong breezes from. N.E. at. 4. P. M. weighed anchor and started for St Vincent with the American Consul of Porto Rico Mr. Thomas Seery as a passenger. middle and latter part calms and light airs from. N.E. steering by the mind. on both tacks working to the windward of the Island.

Remarks on board Schr. E. H. Hatfield

Thursday. Jan. 19th 1882.

These 24 hours begin with calms and very light airs from N.E. steering along by the wind on the Starboard tack. middle part-thick calm. at. 10.30. P.M. getting to near the rocks. lowered the boats and pulled her off shore for about 3 hours. then returned and hoisted up the boats. at 6. P.M. lowered the boats again and pulled for a couple of hours. then a light air springing up hoisted the boats and resumed along by the wind heading about N.N.W. on the S. tack. the S.d mate no better.

Lat. 1° 24, S.
Long. 23° 3. W.

Friday. Jan. 20th.

These 24 hours begin with calms and light airs from N. and N.E. steering to the Northward when possible. middle and latter part light airs from E.S.E. steering N.N.E.

Lat. 16.03. N.
Long. 24.30 W

Saturday. Jan. 21st.

These 24 hours begin with calms and light airs from N.E. steering N.N.W. West: when possible middle and latter part about the same

Lat. 16.31 N
Long.

Remarks on board Schr. E. H. Hatfield
Sunday. Jan. 22nd 1882.

These 24 hours begin with calms. middle and latter part blowing heavy from E.S.E. and N.E. steering by the wind on the starboard tack. at day light passed the Isle of Roza. at 7. A.M. passed Blanco. and at 10. A.M. passed S.t. Lucea. and sighted S.t Vincent. bearing N. by W. W.S.W. at 10. A.M. carried away the main chain plate bolt the after one on the Starboard side. but fixed it temporary.

No. Observations

Monday. Jan. 23d.

These 24 hours begin with strong breezes from N.E. steering by the wind on the Starboard tack. at 4. P.M. stuck calm. lowered the boats and towed the Schr. for about an hour. then a breeze springing up from N.E. at 6. P.M. anchored at S.t Vincent. in three fathoms of water. latter part lying at anchor. crew variously employed.

Tuesday. Jan. 24th.

All these 24 hours remained lying at anchor. weather cloudy and overcast. crew employed in various jobs about the vessel. the 3d mate no better

Wednesday Jan 25th.

All these 24 hours remained lying at anchor. all hands variously employed about the vessel, weather cloudy and thick. with some rain.

Remarks on board Schr. E. H. Hatfield

Thursday. Jan. 26th.

All these 24 hours remained lying at anchor. crew variously employed weather fine.

Friday. Jan. 27th.

All these 24 hours remained lying at anchor. weather fine. today Schr Antarctic of Provincetown came in two months from home with 15 bbls S. perm.

Saturday. Jan 28th.

All these 24 hours remained lying at anchor. weather fine and moderate.

Sunday. Jan. 29th.

All these 24 hours remained lying at anchor. blowing heavy from the N.E. the last part of the day.

Monday. Jan. 30th.

All these 24 hours remained lying at anchor weather very boisterous today Schr. Edward. Lee. of Provincetown arrived here and anchored. 7 months from home with nothing. at dark. slipped the 2nd anchor. it blowing a gale from the N. East.

Tuesday. Jan. 31st.

All these 24 hours remained lying at anchor. blowing heavy from the N.E.

Remarks on board Schr. E. H. Hatfield
Wednesday Feb. 1st 1882.

All these 24 hours remained lying at anchor. Today Mr Terry the American Consul called onboard and informed us that he had received orders from the Hatfields owners to displace the Captain and put a responsible person in his place and detain the vessel until the arrival of the Bark. Jessie Cushman now on her way here the American Consul put Mr Jasper Eaves in the Captains place until further orders. a man who has been acting as mate since Mr Higgins discharge.

Thursday, Feb. 2nd

All these 24 hours remained lying at anchor weather fine the Capt Mate all hands employed in painting the vessel out and inside

Friday, Feb. 3rd.

All these 24 hours lying at anchor all hands employed in painting the vessel.

Saturday, Feb. 4th

All these 24 hours remained lying at anchor all hands employed in painting the vessel.

Sunday, Feb. 5th.

All these 24 hours remained lying at anchor. Weather fine

Remarks on board Schr E. H. Caulfield

Monday, Feb. 6th. 1882

All these 24 hours lying at anchor and finished painting the vessel. Blowing strong from the N. East.

Tuesday, Feb. 7th.

All these 24 hours lying at anchor blowing heavy from the N. East.

Wednesday, Feb. 8th.

All these 24 hours lying at anchor at 8 A.M. weighed anchors and went further in the harbor and more out of the way of passing vessels. also employed in scraping down the foremast.

Thursday, Feb. 9th.

All these 24 hours remained lying at anchor crew employed in scraping.

The Lower masts. received a visit from the vice Consul today.

Friday, Feb. 10th.

All these 24 hours remained lying at anchor. blowing heavy from the N E. last night James Tripp one of the crew went ashore and has not returned. and suppose he has deserted. 3d Mate still sick. Consul has taken him ashore and bonded him Judging he will be better ashore than onboard the vessel his complaint being rheumatism.

Remarks on board Schr. E. H. Hatfield

Saturday, Feb. 11th, 1882

All these 24 hours remained lying at anchor. weather fine with strong breezes. at. 8. A.M. saw a Humpback whale did not lower on acct of he being in deep water.

Sunday, Feb. 12th.

All these 24 hours remained lying at anchor weather thick & overcast.

Monday, Feb. 13th.

All these 24 hours remained lying at anchor weather thick and overcast.

Tuesday, Feb. 14th.

All these 24 hours remained lying at anchor weather clear and fine at. 8. A.M. lowered two boats and looked for humpbacks. saw one, but did not come to strike he being in deep water.

Wednesday, Feb. 15th.

All these 24 hours remained lying at anchor moderate breezes from N.E. boats off and on cruising for Humpbacks saw a number but they were very shy did not strike.

Thursday, Feb. 16th.

All these 24 hours remained lying at anchor, moderate breezes from N.N.E.

Whales.

Remarks on board Schr. E. H. Hatfield
Friday. Feb. 17th. 1882.
All these 24 hours fine weather with moderate breezes from N. N. East. at. 8 A.M. lowered for humpbacks at 8.30. Larboard boat struck and with the assistance of Starboard boat succeeded in killing in about half an hour. when the tug boat Terry Brothers came out and towed the whale in the bay then hooked on to the Schr and towed her in the bay also where we anchored about 1. P.M.

Saturday. Feb. 18th
All these 24 hours remained lying at anchor all hands employed in getting ready and cutting in the whale and finished about 1. P.M.

Sunday Feb. 19th 1882
All these 24 hours remained lying at anchor all hands employed in cutting up and boiling the whale.

Monday. Feb. 20th.
All these 24 hours remained lying at anchor at daylight finished boiling whale making about 12 bbls.

Tuesday Feb. 21st
All these 24 hours remained lying at anchor weather fine & moderate.

Wednesday Feb 22nd
All these 24 hours lying at anchor weather. fine & moderate. stowed down the oil. today John Mrs Grozier came in. 18 months from home with 280 bbls.

Remarks on board Schr. E. H. Hoalfield

Thursday, Feb. 23d, 1882

All these 24 hours lying at anchor fine weather with moderate seas

Friday Feb 24th

All these 24 hours lying at anchor

Saturday, Feb. 25th

All these 24 hours remained lying at anchor Three of the crew deserted

Sunday, Feb. 26th

All these 24 hours remained lying at anchor with fine weather.

Monday, Feb. 27th

All these 24 hours remained lying at anchor BK Dennis arrived during the night - Capt Dennis Baxter to take charge of the Hoalfield and continue the voyage

Tuesday, Feb. 28th

All these 24 hours remained lying at anchor. Thomas House a seaman deserted. Note: today shipped Wm Jasper Evans as 1st Officer of the Hoalfield and he will hereafter keep the Ships log book.

Wednesday Mar 1st 1882

All these 24 hours remained lying at anchor blowing strong from N.E crew employed variously in taking in some small stores and coal.

Wednesday March 1. 1882
This day began with Strong
Treads, and Clear weather
Employed Ship Duty So Ends

Thursday March the 2. 1882
First part of these 24 hours
began with Strong Treads and
Clear weather Employed
White washing Forecastle and
Painting as may Coal Latter-
part The same So Ends
This day

Friday March the
3. 1882. This day began with
Strong Treads and Clear
Weather Employed N E
Thomas Hughes on Shore
latter part much The same
at 9 A M Found The oil leaking
Employed Pumping in nother
Tank So Ends this day

Saturday March The 4. 1882
This day began with Strong
Treads and Heavy weather
at 4.8 M finished pumping the
oil So Ends this day

Sunday March The 5. 1882
First part of these 24 hours
began with Strong Breezes
Employed fitting Cutting blocks
Latter part More moderate
At Daylite washed of decks
So Ends this day

Monday March the 6. 1882
first part of these 24 hours
began with fresh breads and
heavy weather Latter part the same
so Ends this day

Tuesday March the 7. 1882
first part of these 24 hours
began with light breads and
Clear weather Thomas Hughes on
Shore Latter part the same
Not much a doing So Ends
this day

Wednesday March
the 8. 1882 This day began
With moderate breads and
heavy weather Thomas Hughes
Still on Shore Latter part
the same at day Light hailed
the Schooner Flatter in at 9
A.M one boat went out to
look for Humpbacks
So Ends this day

Thursday March
the 9. 1882 first part of 24
hours Commenced with
moderate breads Latter part
much the same at 8 ct the
Lowered the boats and went out
to look for Humpbacks and
saw none ct 10 ct we came on
board So Ends This day

Friday Thursday March 10. 1882.
first part of these 24 hours
Commences with fresh breads
Employed siting up head
sails Latter part light
Employed Shiping men
and siting up fore and
Main rigging at noon
finished so Ends this day

Saturday March the 11. 1882
first part of these 24 hours
Commences with Calm all
hands on board siting ready
for sea at 3. P M. Sent
on shore 20. Gallons of
Sumpf back oil Latter part
much the same at 8 A M.
Sailed from St vencent at 10
A M. Strong breads to the in
flying Jib and Duble reef
main Sail so Ends this day

Sunday March the 12. 1882
first part of these 24 hours
begin with strong breads
and cloudy weather Latter part
light breads and thick
weather at day lite set the
main Sail and flying
Jib so Ends this day
Lat 16. 21. Long

Monday March
The 13. 1882 This 24 hours
commences with Strong breads
and foggy weather - at 4 P M
sighted Island of St Nicholas
at Dark up To it Latter part
much the Same at 8 A M took
in mainsail and took bunit
of the Jib and Set Mainsail
Employed Sowing main Sail
So Ends This day

Tuesday March the 14. 1882
first of these 24 hours Strong
breads and heavy weather at one
5 M more Ship for the land
Latter part the Same at 7 A M
Approached at Island of St Nicholas
Latter part Employed fitting the
boats for Running So Ends

Wednesday, march the 15. 1882
first part of these 24 hours
Commences with moderate
breads and Clear weather at day
light Lowered Sam Humpbacks
at 11 Came on board Latter part
Employed fixing round the
Ship So Ends This day

Thursday March The 16 1882
This day begon with Strong
breads Employed Ship duty
Latter part the Same at 7 A M Lowered
for Humpbacks Humpbacks being
Shy could Strick at 10 A M Come on
Board So Ends this day

Friday March the 17. 1882
first part of these 24 hours
Commences with Strong Breads and
Clear Weather Employed Ships
Duty Latter part Struck the Same
at day lite got Breackfist and
begun the regulateing the
Whole So Ends this day

Saturday March the
18. 1882. first part of these
24 hours Commences with
Strong Breads and Clear
Weather all Employed Stowing
of the whole at dark finished
Latter part light at day lite
got Breack fisst and loosened 2
Boats for humbacks Chased
9 miles being Ship could not
Strike at 11 PM Come on
board So Ends this day

Sunday March the 19. 1882
first part of these 24 hours
Commences with moderate
Breads Employed Ship filling
Water and Treading for Fruit
Latter part Strong Breads at 9 A M
Loosened for humpback. S B.
Struck the whale run out of the
Bay 8 miles Cut line and Come on
board So Ends this day

Monday march the 20. 1882
first part of these 24 hours
began with fresh breads and clear weather
Sailed from this port 2 Sails
latter part strong breads breads & heavy
all hands Employed moveing
galley all ready for Sea
So Ends this day

Tuesday March the 21. 1882
first part of these 24 hours
Commences with strong breads
And Clear weather at 3 P M.
finished moveing galley latter
part strong breads at day lite
Sailed from Island of
St Nicolas Steered S W by S
So Ends this day

Thurs Wednesday March the 22.
1882. first part of these 24
hours began with strong breads
and heavy Seas at 4 P. M
Stowed the chains below latter
part

Thursday March the 23. 1882
this day begins with strong
breads and heavy seas
latter part part the same
at 5 P M Steering the Island
of bravo bearing W. 6
So Ends this day

Friday March the 24.1882
This day began with
Calm and Heavy seas by and
being about 15 miles of bearing
of E & latter strong breads and
heavy seas from all points of
compass the watch employed
fixing the blocks
So Ends This day

Saturday March
the 25. 1882 first part of
these 24 hours began with
strong breads and heavy
seas the watch employed
fixing the blocks latter part
the same employed repairing
blocks and moveing himself
so Ends this day
Lat 12.28. Long 23.11

Sunday March the 26.1882
First part of these 24 hours
began with strong breads
and heavy seas steering
Course S by E latter part
more moderate steering Course
S & E. Lat 10.14 Long 21.55

Monday March 27.1882
First part of these 24 hours
began with little winds and
cloudy weather from N N E
Steering S by E at Sundown
take main sail in latter the
same the watch employed
in bending alot Sails and
mending new ones so Ends
Lat. 8.24 Long 21.45

Tuesday March the 28. 1882
first part of these 24 hours
began with strong breads and
Cloudy weather at 2 PM sighted
a sail steading to Northed
latter part moderate winds and
clear weather Capt. Employed
making Scrap Cooler at 7. ct. m
rose black fish do Ends
Lat 7.19 Long 20.35

Wednesday March the 29. 82
first part of these 24 hours
began with light breads and
Clear weather latter part fresh
breads and Cloudy weather the
Watch Employed reving main
sail and other ship duty
So Ends this day

Thursday March 30. 1882
this day began with fresh
breads and Cloudy weather at
Sundown Shortened sail and
steered to Eastward latter part
Moderate breads and heavy weather
at 8. A M. Sighted a Sail the
Watch Employed Sick down
So Ends this day
Lat 5.45. N. Long. 20.35

Friday March the 31. 1882
this day began with moderate
breads and Cloudy weather
steering by the wind Wind
at Dark shortening sail steered
to Eastward latter part the same
at 8. A M lowered for black
fish the watch Employed ship
Same So Ends Lat 4.45. Long 21.50

Saturday April the 1. 1882
first part of these 24 hours
began with moderate breads
and heavy weather Sailing part
strong) Breads and Cloudy
steering) by the wind at 1 PM
made whole sail and
fit and trisail so Ends
Lat 5 54 N. Long 22.31

Sunday April 2 1882
first part of these 24 hours
began with strong breads
and heavy seas Passed
one sail going South latter
part moderate winds. heading
by the wind S W by W.
So Ends this day

Monday April the 3. 1882
first part of these 24 hours
began with light airs and
Cloudy weather at Sundown
to take in mainsail and
flying fib and wore Ship
to East and Sailed part
fresh breezes and Cloudy weather
heading by the wind at 1 PM
Employed Ship duty
so Ends this day Lat 5.48 23.15

Tuesday April the 4. 1882
this day began with fresh
breezes and Cloudy weather
at 4 PM tacked Ship to East
at Sundown take in mainsail
and flying fib latter part
the same employed Ship
Duty So Ends Lat 6 03 N. 24.00

Wednesday April 5. 1882
all these 24 hours fresh breezes
And and Cloudy. weather. S. Loring
Courses & W under reef mainsail
and fib and flying fib passed
3 sails Going to S. South
Latter Part the same Employed
filing galley, steering by the
Mariners mariner so Ends this day
Lat 6 5-3. Long

Thursday April the 6. 1882
first part of these 24 hours
began with moderate winds
And Clear weather at 4.8 AM
finished the Galley passed one
sail Latter the same Employed
Ship Duty so Ends this day
Lat 6.48. Long 7.04

Friday April the 7. 1882
this day began with light
breads and Cloudy weather
Steering S W by S Latter-
part Strong breads and Cloudy
weather fresh Eastward steering
course S W by S. the mariner
Employed repaneing Trisail
so Ends this day Lat 8.34.

Saturday April the 8. 1882
first part of these 24 hours
began with Strong breads
And Clear weather at 4 8 AM
filled 2 casks of salt Water
Latter part the same Employed
repaneing Trisail Steering
Course S W by S so Ends
Lat 9 47. Long

Sunday April the 9 1882
first part of these 24 hours
began with Strong Breads
And heavey Seas at
Sun sit duble reef the
Mean sail Latter part Strong
Breads at 7 A M take in Main sail
and Set the Trisail Course
So Ends this day
Lat 11.34. Long 32.46

Monday April the 10. 1882
first part of these 24 hours
began with Strong Breads
and Clear weather at 4 80 M
sighted a Sail at 12. Mid night
Dyed a man named Phillip
Danaper of Fogo at 8 A M
Committed him to the Deep. and
the watch Employed repaneing
Mainsail So Ends this day
Lat 12.20 N. Long 34.35

Tuesday April 11. 1882
first part of these 24 hours
began with Strong Breads and
Cloudy Steering N by W
the Employed repanding
Mainsail Latter part Strong
Breads and heavey Seas passed
one Sail going to Northeast
So Ends this day
Lat 12 50 . . Long 36.58

Spes-mo Whales

Wednesday April 12. 1882
first part of these 24 hours
began with strong breads
and heavy seas the watch
employed repairing mainsail
latter part much the same at 7.30
A.M. rose whales close to the ship
got ready and lowered for them
L. B got the chance darted and
missed the whales went to
windward at 9 A.M. Came on
Board so Ends this day
Lat 13.40 Long 31.58

Thursday April 13. 1882
This day began with strong
breads and heavy seas at
3 P.M. wore ship to northward
at Dark shortened sails and
layed to wind latter part the
same at 7. A.M. steered
S W by S. under foresail
so ends this day
Lat 13.46. Long

Friday April the 14. 1882
first part of these 24 hours
began with strong breads
and heavy seas steering
S W by S at Sundown steered
W by S under foresail
latter part the same steering
W by S at 8 A.M. reped
fore sail employed sowing
main sail so Ends
this day
Lat 13.23 Long 41.12

Saturday April the 15 . 1882
this day began with Strong
Treads and heavey Seas at 2
P. M. Rose black fish
Latter part more moderate the
Watch Employed repareing
Mainsail Steering S. W
under Short Sharp Sail
so Ends this day
Lat 12 . 48 . Long 41:43

Sunday April the 16 . 1882
first part of these 24 hours
began with moderate winds
and Clear weather at 4 P M.
finish'd the main sail and
bent it to the Gaff latter part
Strong heading by the wind
& by M Sunder the hale
fore sail so Ends this day
Lat 12 . 27 Long 42 . 16

Monday April the 17 . 1882
first part of these 24 hours
began with Strong Treads
And Clear and heavey Seas
latter part more moderate
at Day lite Set fib and flying
fib at 8 A M Set reef mainsail
So Ends this day
Lat 13 . 10 . Long 42 . 19

Tuesday April 18 . 1882
this day began with fresh
Breezes and heavey seas at 3
P M° tacked Ship to S & at
Sundown Shorten Sail
latter part the same heading
by the wind S° & by S° under
reefed main Sail and fibs
Lat 13 . . 36 Long

Wnesday April 19. 1882
first part of these 24 hours
begin with Strong winds and
cloudy be heading by the wind
S & by) & at Dark Tooke in flying
Jib and main Sail Latter part
much the Same heading by the
Wind S S & under D.R. reef
mainsail and flying ~~in~~ Jib
So Ends this day
Lat 12.49 . Long 42.14

Thursday April the 20. 1882
this day begin with Strong
Squalls and heavy seas heading
by the winds S S E & at Sun
Down Took in mainsail and
flying Jib Latter part the
Same at S & W
Wore Ship to Northerly at noon
more Ship to South again
So Ends this day
Lat 11.50 Long 42.03

Friday April the 21. 1882
this day begin with fresh
Squalls and heavy seas the
Watch Employed Siting up
main rigging Latter part
the Same the watch Employed
Ship duty at 9 A M Sighted a
Sale So Ends this day
Lat 12.00 Long 42.44

Saturday April the 22. 1882
this day begin with Strong
Squalls and Clear at Sundown
reefed the fore Sail Latter part
more moderate Steering S W
under Short Sail So Ends
Lat 12.55 . Long 43.27

Sunday April 23 1882
first part of these 24 hours
began with moderate breads
and heavy seas steering
S S W at sundown take in
flying jib and luffed to.
wind & latter part the same
at 8. A M. set the mainsail
So Ends this day Lat 13.08 Long 43.44

Monday April the 24 1882
This day began with strong
breads and squally weather
At sundown take in mainsail
and flying jib latter part much
the same at 6.30 A M saw
Sperm whales going quick to
Windward no Chance to
Lower for them So Ends
this day Lat 14.02 Long 44.03

Tuesday April the 25. 1882
This day began with strong
breads and heavy seas at
sundown take in mainsail
And flying jib latter part
The same Steering to south
under short sail the watch
Employed repairing flying
jib So Ends this day
Lat 13.21. Long

Wednesday April 26. 1882
This Day began with strong
breads and heavy seas
At sundown take in
flying jib latter part the
same steering S S W
under short sail the
Watch Employed Sundry duty
Lat 13.11 Long 44.16

Thursday April the 27..1882
first part of these 24 hours began
with moderate breas and heavy
seas heading by the wind
S S E & having whole fore sail
set the watch employed repair-
ing flying jib at dark take in
flying jib and reefed the
fore sail latter part moderate
breads and Clear weather steering
W S W under like sails so Ends
Lat 12.42 Long

Friday April the 28.1882
This day begon with like
breas and Clear weather at
Sundown take in flying
jib and reefed the fore
sail latter part strong breads
and Clear heading by the wind
S by E under short sail the
Watch Employed Ship duty
So Ends this day
Lat 12.29. Long

Saturday April the 29.1882
This day begon with strong
breads long heavy seas heading
by the wind S by E middle part
strong trades at dark took in
flying jib. at 12. midnight wore
ship. and headed to S.S.E. at
sunrise wore again and headed to
the S.S.W. strong trades with
heavy seas. watch employed in
breaking out fresh water and
overhauling cutting gear.

Lat. 18..09 S.
Long.

Sunday, April 30th 1882.
First part of these 24 hours begin with strong trades steering by the wind heading to the N. N. E. the watch employed in filling two casks with salt water and stowing of the main hole. Latter part the same at Day light steered W by S No Knots this day
Lat 13.13 Long

Monday May the 1. 1882
First part of these 24 hours began with strong breads of the Clear weather Steering W by N latter part the same at 9 A.M. sighted black fish the watch Employed ship Duty Lat 13.13 Long 48.52

Tuesday May the 2. 1882
First of these 24 hours began with strong breads & the heavey seas steering W by N under reef main sail and whale fore sail latter part the same the watch Employed scraping the booms and masts So Knots this day
Lat 13.35. Long 51.18

Wednesday May the 3. 1882
This day began with moderate breas and heavey seas the Watch employed piting out stones at 4.30 AM sighted sail latter part the same the Watch Employed in braking out to fix the pumps at noon finished so Knots Lat 13.42.

Thursday May the 4. 1882
This day began with moderate
Winds and Clear weather steering
W S W with all Sail Set but
mainsail at 6. P M. sighted a
sail Later past the Same. the watch
Watch Employed Ship duty
So Ends this day Lat 14.52
Long 54.53

Friday May the 5. 1882
This day began
With moderate breads at 1. P M.
got in Discolard water and
Steered W S W. Later past
Strong breads and heavey
seas at 3. A. M. Carread
Away Fore Peek halard at
8. A M. the watch Employed
Fixing it at noon finished
and Set reefed Fore sail
So Ends. Lat 13.43. Long 56.53

Saturday May the 6. 1882
This day began with Strong
breads and heavey seas steering
W S W under reefed Fore
sail Later part the Same
Steering W S W under reef
~~Fore~~ sail Employed as usual
So Ends this day Lat 13.15
Long 58.53

Sunday May the 7. 1882
This day began with Strong
breads and heavey Seas Steering
W by S under Short sail at 9
P. M. hailed back and layed till
Day lite at day lite Steered W by S
sighted no land So Ends
This day Lat 12.20 Long 59.45. W

Monday May The 8. 1882
First part of These 24 hours began
with Strong Breads and heavy Seas
at 2 P. M. rose the Land bearing
North from the Ship at 7. P. M.
Anchored at Barbadoes, furled
the Sails pump the Ship and Sent
the Crew below latter part fine
weather at Day lite called all hands
and washed of decks and got ready
for. S. Crapeing the mast at 8. A M.
began Scrapeing the mast So Ends

Harbor works

Tuesday May the 9. 1882
This day began with fine weather
at 5. 30 M. finished Scrapeing
latter part the same at 8 A M
hoist out the L B. Pumps and
found it rotin & employed
Ship duty So Ends this

Wednesday May the 10. 1882
This day began with lite
Airs and Clear latter part
the same at day lite Shove
Short and found That the
Anchor was Broached to
a lighter at 7. A. M. Stop
having Lowered the Sails
and got brack fist So Ends

Thursday the 11. 1882
This day began with fresh
Breads and Clear at 5. 30 M.
Cleared the anchor latter part
light winds at 7 began Calking
and painting the Ship
So Ends This day

Friday May the 12..1882
this day begon with light breads
And Clear weather Employed in
Calking and tarring downd and
painting Latter part the same at day
lite called all hands and began
painting and Calking at 10. A m.
got off 1 Load of Wood and 1 off
Coal So Ends this day

Saturday May the 13..1882
This day begon with lite breads
And Clear weather at 3.8 m.
got of 3 bbls of Beef 2 of Sorfy
Latter part the same at day lite called
hands And began painting and Calking
at 10 A m we brought 3 bbls of Sugar
So Ends this day

Sunday May the 14..1882
this day begon with fresh breads
and Clear weather at 3.8 m. the
Calkers got through and went on
Shore Latter the same at 5.30 washed
of the Ship So Ends this day

Monday May the 15.1882
this begon with fresh breezes and
Clear weather at day lite called all
hands began working on pumps
after brack fist all hands Employed
pumping salt water So ends
fresh So Ends this day

Tuesday May the 16 1882
This day began with Strong
Treads and Squally Weather
at 3 P M received Water from
Shore at 4 P M Stopped of
the Whole Latter part the Same
all Hands Employed getting ready
for Sea at 11 A M all ready for
Sea so Ends this day

Wednesday May the 17. 1882
This day began with fresh treads and
Clear Weather at 2 P M got of some
Potatoes Latter part the Same at day
light Called all hands and
Have up the anchor and Sailed
from Barbadoes after Breach
fast and Set the Sheets and
Stowed away the anchor
So Ends this day

Thursday May 18. 1882
This day began with fresh
treads and Clear Weather the
Land being 20 miles of bearing
S W & Latter part Strong
treads and heavey Seas Heading
by the wind N N W & under
Reefed Main Sail So Ends

Friday May 19 1882
This day began with Strong
treads and heavey Seas Employed
Reefing Trisail Latter part the
same the watch Employed
repareing the Trisail Steering
Course N W & having
Reef Mainsail Set
So Ends this day

Saturday May 20. 1882
This day began with
fresh breezes and Clear
weather Latter part the same
trading by the wind at N N E
the watch employed repairing
mainsail at 10 A M. finished
the mainsail and Set it so Ends

Sunday May the 21. 1882
first part of these 24 hours
began with moderate winds
and Clear weather the Employed
repairing fore sail at sun
down Reefed the mainsail
latter part Strong breads heading
by the wind N N E having
reefed mainsail Set so Ends

Last 21.08. Long

Monday May the 22. 1882
This day began with light
winds and Clear weather
at 7.8 M. rose humpback
Breaching at 5.30 P M Sighted
a Sail latter part fresh breezes
from E & S & the watch employed
repairing mainsail so Ends

Tuesday May the 23. 1882
This day began with fresh
breezes from E & S & heading
by the wind N. E & by E at 2
P M rose whales Clust to the
ship got readdy and lowered
2 boats for them S B. got
the chance went and struck
L B come up and struck.
Seaned 2

latter part light breezes from
E & S E at day lite called all
hands and got ready for
Cutting at 5.30 A M. Commenced
Cutting at 11 A M. got one whale
in So Ends this day

Wednesday May the 24. 1882
This day begon with with moderate
winds at 1. P M. hooked on to
Second whale at 4 finished
Cutting and cleared of deck
latter part the same the watch
Employed Cutting up Blubber
at day lite began to Cut the
head at 7. A M. got back first
Started the work So Ends

Thursday May the 25. 1882
this day begon with light
breezes and Clear weather
all hands Employed Cutting
Blubber latter part the same
all hands Employed boiling
and Stowing down oil So Ends

Friday May the 26. 1882
this day begon with lite
airs and Clear weather all
hands Employed boiling and
Stowing down oil latter part
much the same at 8 A M. finished
boiling all hands Employed
Stowing the oil below
nothing in sight
So Ends this day

Saturday May the 27..1882
This day begod with fine moras
and Clear weather all hands
Employed putting the oil below
at 4 P M finished and washed
of the Decks Latter part the same
Employed washing and other duty's
So Ends this day

Sunday May the 28..1882
This day begod with fine
Weather at Sundown take in
Mainsail and Set the Trisail
Latter part the same Steering N by W
Nothing seen this day So Ends
This day Lat 25.45 Long 55.45

Monday May the 29..1882
This day began with lightnes
and Squally weather Steering
S S W Steering N by W Latter
part the same at day lite Take
down flying gib Balage
Blacks to be Filed at 8 A M
rose a large whale got ready
and lowered 2 boats for
him S B. got the Chance
Went on and Struck. S B.
Struck second boat
So Ends this day

Tuesday May the 30..1882
this day begon Moderate
winds Steering S S W all hands
Employed gitting ready for
cutting at day lite Called all hands
Commenced Cutting at 10.30 A M got
of the head So Ends this day
Lat 26.25. Long 55.25

Wednesday May 31. 1882
this day began with fine weather
Employed Cuting at 4.30 PM. got in
the boat and ended the same
at day lite Called all hands and
hoisted on the head at 9. PM.
got the head on deck and got
Brackfist at 10. A M. balled
the Case So Ends this day
Sat Long

Thursday June the 1. 1882
this day began with fresh breezes
and squally at 3.30 PM. Started
the works Latter part the same
After Brackfist all hands Employ
boiling and Cuting blubers
and pumping water below to take
the oil so Ends this day

Friday June the 2.. 1882
this day began with fine
Weather and moderate seas
and clear all hands Employed
boiling and Cuting blubers
at 6.30 PM got supper and Set the
watch Latter part the same
All hands Employed boiling
and Stowing the oil below
So Ends this day

Saturday June the 3: 1882
this day began with Calm
Employed boiling Latter part
the same all hands Employ boiling
and stowing down oil So Ends
this day Lat 27.21.. Lat 54 22

Sunday June the 4 . 1882
This day began with Calm all hands employed bowling and Stowing down the oil at 4 . 8 m. finished boiling and stowed off the whole Latter part the same Northing d doing — so Ends this

Monday June the 5 . 1882
This day began with Lite winds and Clear weather from E S E Steering E N E Lare said and flying Jib Set Latter part the same after brack fist all hands employed puting oil Below until 9 . 30 . A M. Then the watch went below So Ends This day Sat Long

Tuesday June the 6 . 1882
This day began with Lite winds and Clear from S S E Steering Course E N E Latter part the same Employed Ship duty So Ends This day.

Wednesday June the 7 . . 1882 This day began with Lite winds and Clear weather from the Southed Steering E N E at 2 . P M . Set the mainsail at Sundown Take in mainsail and Set the Trisail Latter part Squally the watch Employed Clearing the Sails Steering to Nothed So Ends Sat Long

Thursday June the 8. 1882
this day begun with fres.h
Breezes and Clear weather Saw
the Southerd heading East
At Sundown Dubel reft
fore sail and toke in the
flying Jib. Latter part the
Wind Hauled to South
and rained the watch &c
Employed Ship duty
So Ends this day

Friday June the 9. 1882
this day begun with Lite
Winds and Clear Weather
Saw the North at Sun
Down toke flying Jib
and Dubel reeft the
fore sail latter part the
Same heading by the wind
S S W. all Sail Set
So ends this day

Lat 30.00. Long 52.14

Saturday June the 10
1882. This day begun with
Moderate Winds and Clear
Weather at Sundown toke
in mainsail and flying
Jib and dubel reeft fore
sail latter part the Same
the watch Employed Ship
Duty So Ends this day

Sunday June the 11. 1882
This day begins with light winds and Clear weather from N E by E. heading by the wind N by E all sail set at sundown to the in main sail flying Jib and reefed the Sd. Sail

Last Strong winds and Squally from S E by E heading by the Wind S by E under Short Sail So Ends this day

Monday June the 12. 1882
This day begins with the strong winds and Squally weather from S by E at 1. P.M. wore Ship to N E and take in flying Jib latter part the same heading by the wind N E by E the watch employed as duty So Ends this day

Tuesday June the 13. 1882
This day begins with strong and Squally weather from E by S at 4 P.M. wore Ship to S E latter part fresh gales and rainy weather from S E heading by the wind S by E by the wind at Each dubel reef Jib and reefed the Trisail So Ends

Wednesday June the 14. 1882
This day begin with more Moderate weather at 2 P.M. Supplied out the reefs latter part the same at 8 A.M. and Set the Main Sail the watch Employed as his duty So Ends this day

Thursday June the 15
1882. this day began with
light winds and Clear
weather Steering N.E. the watch
employed fixing Pik S. Stay
Sailing part the same Steering
S & by E nothing this day
so Ends this day

Friday June the 16. 1882
this day began with light
airs and Clear weather Steering
N.W. S & by E
at 5.30. P M. rose black fish
Sailing part the same Steering
S & by E at 8 A M Set the
main sail the watch employed
S. Pik duty So Ends this
day Sat long

Saturday June the 17. 1882
this day began with light
winds and squally Steering
S W at 5 P M take in the
main sail at 7. P M. double
reef the fore sail and stowe
& lying Pik Sailing part the same
the watch Employed Starting
Water and getting out beef
So Ends this day
Sat 30 lbs. Long

Sunday June the 18th 1882
This day began with light
Winds and Clear Weather from
S S W at 1 P M Spoke S Choney
Lota & Cook and Capt Newton
Board Latter part the Same
at Day lite Steered S S E & S
Sails in Sight So Miles this
day Lat 29.52 Long 49 07

Monday June the 19th 1882
This day began with light
Winds and Clear Weather
from S W by W at 1 P M Spoke
Amer Bark and Capt
came on board Latter part
the same Steering S S E at
8 A M Set the Mainsail the
Watch employed Ship duty
So Miles this day
Lat 29.32 Long 48.42

Tuesday June the 20th 1882
This day began with lite
Airs from S S W Steering
S E & E at 6 P M Light Airs
and Board Amer Bark Latter
part much in the Same at
Day lite Steered E N E at 8 A M
Set the Mainsail So Miles
Day Lat 29.40 Long 48.48

Wednesday June the 21st 1882
This day began with Light
Airs and Clear weather from
S by E at Sundown Take in
Middinsail flying Jib and
Lugsail reef the Mainsail
Latter part the same at 4 A M
Set the fore sail and flying
Jib the watch Employed
Repairing foresail So Ends

Thursday June the 22
1882 This day began with Calm
Watch Employed repairing
Foresail one Sail in Sight
Latter part the same Steering
Course S E & E at 7 A M Set
the Mainsail So Ends this
day Lat 29.56.. Long 49:08

Friday June the 23:1882
This day began with Light
Airs Sland S by E the
Employed repairing Fore
Sail at Sundown Take in
Mainsail Latter part the Same
at 8. A M. Set the Mainsail
Steering N E & E So Ends
Lat Long

Saturday June the 24:1882
This day began with Moderate
Winds at 6. P M. Set in raining
Latter part much rain and Light
Airs 3 Sails in Site Heading
to Northward So Ends this
Day Lat Long

Sunday June the 25. 1882
This day begin with light
Winds from N N E & N E heading
by the wind on N E by N
at 2. P m. Set the mainsail
and Gaff topsail latter part
Squally and rainy 3 Sails in Site
at 8 A m Set the mainsail and
flying Jib So Ends this day

Monday June the 26. 1882
This day began with squally
Weather at 2 P m take in
Mainsail and flying Jib and
Set the Trisail latter part
Clear weather Steering E S E
at 9. A m. Set the mainsail
And flying Jib the watch
Employed ship duty So
Ends this day

Tuesday June the 27. 1882
This day began with fresh
Breezes from S S W Steering
N E by N. full Sail Set at 4.30
P m Stope in mainsail and
Gaff topsail latter part strong
winds and heavy Sea
from S W heading by the
Winds S by E the watch
Employed Setting water
So Ends this day

1882 Wednesday June the 28 This day began with Strong winds and heavey Seas from W S W at 3 P M we wore Ship to Southward dubed reef the fore-sail at Sundown reef the Fib latter part the Same heading by the wind S W heavey Seas rolling from S W at 8 P M mast head Stood this Day So Ends this day

Lat Long

Thursday June the 29.. 1882 This day began with Strong winds and heavey Seas from W by S at 7 P M we Ship to South latter part the Same at 8 P M we Ship to North heading W S W under Short Sail so Ends this day

Lat 32..13'. Long 49. 17

Friday June the 30 1882 This day began with More Moderate weather from W S W heading by W by S at 2 P M reefed out the foresail at dark reefed it again latter part the Same headed the same at 8 P M turned reef out fore sail so Ends

This Day

Saturday July the 1. 1882
This day begon with moderate
winds and smooky weather
from S ½ W by S at 3 P M
more Sail to Southward
latter part the same meaning by
the mind. at 1 ½ under Short
Sail at 7.30 it m° got up
Stakes and the watch got out
Flaw's So. Ends this day
Lat Long 50.35

Sunday July 2. 1882
This day begon with fresh
breezes and Clear weather
at 2 P M. more Sail to
South at Dark veered the
Fore sail latter part the
same meaning by the mind
S W by west at daylite, turned
out reef's So Ends this day
Lat 32:19: Long 51.01

Monday begon with
moderate winds and Clear
from S W by W. July
the 3. 1882 at Meridian
take in Marshall flying
Jib and keep the Fore sail
latter part the same at
Daylite turn out reef at
4 P M Set all Sail heading
S W by W

Tuesday July the
4. 1882 this day begon
with light winds and
clear weather Saw 2 by nr
at 3. 8 pm. made ship to
S & at Sundown take in
Maynsail and flying Jib
latter part the same
heading by the wind S by W
at 8 ct the Set all Sail
at 9 A M rose white water
So Ends this day
Lat 32. 30 Long 51 05

Wednesday July the 5. 1882
this day began with fresh
breezes and Clear weather-
Saw S & at Sundown
Shortened Sail latter part
Squally heading by the
wind S by W. So Ends
this day Lat Long

Thursday July 6 1882
this day began with fresh
breezes and Clear weather-
at 3 8 AM. Spoke Admiral
Blake. of Marion latter part
the same at 6 A M made
all Sail heading by the
Wind S by W Nothing
Seen this day
So Ends this day

Lat 29.22. Long 5.36

Friday July 7: 1882
This day began with fresh
Breezes and Clear weather from
S E & E at noon latter S Ship to
E & Sailed part the same at day
Lite made all Sail heading by
the wind S by E So Ends
This day Lat 29.54 Long 51.34

Saturday July the 8.. 1882
This day began with) Strong
Winds and Clear weather from
E S E at 5.30 P M Spoke S.Ch
W.M. of Frazier latter part the
same at 6 A M. the watch
Employed breaking Ice
Water and beef 2 sails in
sight So Ends This day
Lat 29.24 Long 51.25

Sunday July the 9. 1882
This day began with fresh
Winds from E S E heading
by the wind S by E at
Sundown Shortened Flying
Jib and reefed the
fore Sail latter part moderate
at 1 A M wore Ship to S
at day lite made all Sail
So Ends This day

Monday July the 10. 1882
This day began with
Lite Winds and Clear
weather at Sundown to the
in mainsail and Flying
Jib latter part much the
same at 7 A. M. Set all Sail
heading by the wind S E
So Ends This day
Lat 29.34 Long 51.30

Tuesday July the 11. 1882
this day begon with Lite airs
from the southd, heading
E & S E at 3. P M. dyed of
to Calm at Sundown. Take
in mainsail and flying Jib
Latter part Calm the watch
Employed Ship duty So Ends

Wednesday July the 12. 1882
this day begon with Calm
Employed fixing Wheel
Blocks at Sundown Lowered
Down the sails Latter part the
same Employed fixing blocks
and doing other days on board
So Ends this day
Lat Long

Thursday July 13. 1882
this day begon with lite
airs and Clear weather from
the Nor-thed Steering East
Latter part Calm the watch
Employed Ship duty So Ends
this day Lat Long

Friday July the 14. 1882
this day begon with lite
airs from the nor-thed
steering E & S & latter part the
same at day lite sighted a sail
at 8 A M made all sail So
Ends this day Lat 29.49. Long 50.38

Saturday July the 15. 1882
This day begins with light
airs and clear weather from
the eastward Steering S at 2 P.M
Spoke Schooner A. new Jane
2 months out 80 bbls Latter
part squally steering to southd
So Ends this day

Sunday July the 16. 1882
This day begins with squally
Weather from E & N E steering
to southward at Sundown D.W.
reef the S sail Latter part
the same at 6. A.M. Set flying
jib and turned reef out foresail
Set S A M Set mainsail
So Ends this day
Lat 28.45. Long 51.12

Monday July the 17. 1882
This day begins with lite airs and
Squally weather from the
Eastward Latter part Calm at
8 A M The watch employed
repairing mainsail So Ends
this day Lat Long

Tuesday July the 18. 1882
This day begins with light
airs and Clear weather from
S S E heading by the wind
to Eastward at 2 P M
Sent the mainsail and
hoisted it Latter part the same
at 6 A M spoke whales at 7. A M.
Lowered the boats S. B got the
Chance went and Capd
Struck L B. came up and
killed So Ends Lat 29.11 Long 51.37

Wednesday July 19. 1848
This day began with light
airs from S'b E at 1 P.M.
Commenced Cutting at dark got
the whale in and got Supper
Latter part the same at day
light called all hands began
to bale the Case and Cut up
the Spunk at 8 A.M. Started
the fire so E mus this
day Lat Long

Thursday July 20. 1848
This day began with light airs
& all hands employed boiling
and Cutting blubber latter part
the same employed boiling
at 8 A.M. Sent the watch
below so E. ends this day
Lat 29.50. Long 51.35

Friday July the 21. 1848
This day began with moderate
winds and clear weather
from E to S.E Steering S. South
West main sail Set at 3 P.M.
finished boiling at sundown
stowe in main sail and
flying Jib latter part the
day at day light the watch
began to send oil down So
continued till 9 A.M. then
Sent the watch below So
ends this day
Lat Long

Saturday July the 22. 1882
This day begon with little winds
and Clear weather 7 p m E d b
at sundown Spoke Schooner
Quick Stage Sailing fast squally
heading by the wind S b y & at 9
P M Set the mainsail at 9 P M
take it in again So Ends
This day Lat Long

Sunday July the 23. 1882.
This day begin with squally
Weather at 6 P M make ship
to southed at 8 P M Spoke
H M Revenue Cutter Lake Latter part
the same at 8 P M wore Ship
to northed heading by the
Wind N E & under Short
Sail 2 Sails in Sight
So Ends This day Lat 29.35 - 52.07

Monday July the 24. 1882
This day day begon with
squally weather at P. M to be
in flying Jib Latter part the same
at day Light Steered W by S
under Short sail So Ends
Lat 29.42

Tuesday July the 25. 1882
This day begon with squally
Weather from the southed
Steering S W at 11 P M
Steered W at day light Set
flying Jib at 8 Set mainsail
and gaff topsail the watch
employed repairing
mainsail So Ends This
Day Lat Long

Wednesday The 26. 1882
This day began with the light
winds from E & S.E. steering
to Westward at 4 A.M. painted
flying Jib Boom &
Sun Sit to the
mainsail and Gaff topsail
latter part the same at day
lite began filing out water at 8
A.M. Set mainsail and Gaff top
Sail at 8.30 A.M. Rose
Breeches at 10 A.M. Lowered
2 boats. L B. went and the
other boats saw the boat did not
fasten. S B. Came up, moored
and not fasten so 6 ends
Lat 28.25 Long 54.38

Thursday July The 27. 1882
This day began with fine
Weather at 4.30 A.M the boats
Came on board latter part
fresh breezes and Clear
Weather from S.S.W. Steering
W by S at 8 all hands &
Bent the fore Sail 66 Ends
This day Lat 29.48. Long 56 09

Friday July the 28. 1882
This day began with
Squally weather Lat 3.30 AM
Take in mainsail and
flying Jib and Gaff topsail
latter part fine
Weather from S.W. Steering
W by S at 8 A.M. Set
mainsail and Gaff topsail
at 11 A.M. Set main top mast
stay sail 90 Ends this day
Lat 29.53. Long 57.42

Saturday July 29. 1882.
This day begin with light
breezes and clear weather from
S W. steering W by S at 4. P M.
take in flying S. Top sail latter
part strong winds and heavy
weather from S W heading
by the wind W by S W but
fit at 8 ct M take in
flying Jib to be prepared
the Watch Employed
preparing it So ends This
Lat 30. 45. Long 58. 47

Sunday July 30 1882
This day begin with strong
winds and heavy weather
at 4. P M. take in Main sail
latter part Squally from the
Nested. heading by the wind
S W so ends This day
No obs. ~~Lat~~ ~~Long~~

Monday July the 31. 1882
This day began with squally
Weather from the Westward
at 7. P M. Double reef the
fore sail and take in flying
Jib latter part the same
heading by the wind W by S.
the Watch Employed at their
Duty So ends This day

Tuesday August the 1. 1882
This day begin with squally
Weather from W.S.W. at
3.30 P.M. Wore Ship to Northward
sighted one sail later part
Calm at day light Laid a
Steer. at 10 A.M. Lowered
Down all sail &c Ends this
Day, Lat 60.55. Long 28.16

Wed. nesday August 2. 1882
This day began with light airs
from W.S.W. at 7 P.M.
The watch employed in sitting
up L.B. Lone pigan at 5.P.M.
Set all sail Latter part Calm
at 8, & M. Set all Sails. The
Watch employed S. ship duty
So Ends This day
Lat 28.02. Long 61.44

Thursday August the 3. 1882
This day began with light
airs from W.S.W. & Steering
W.S.W. at 8 A.M. Sounded Take
in Gaff Top sail and Main
sail Latter part the same
at 6.A.M. Set Main sail and
Gaff, Top sail & Steering W.S.W.
at 11.A.M. Got a Purpose
So Ends This day
Lat 29.00. Long 63.01

Friday August 4. 1882
This day begin with Calm
and sail in Sight Latter part
the same after Brack fast
got sick tables and breakfast
for Water and Clays and
field up with Salt water
So Ends this day
Lat 29.06 Long 63:22

Saturday August 5. 1882
This day began with like
winds Latter as all Steered
N. W. Lat 29 So no. finished at 6
So no take in Mainsail Latter
part Strong winds from
E by N. all day like Wore Ship
to Southerd at 10 A no got
the mainsail Ends this day
Lat 29.37. Long 64.04

Sunday August 6. 1882
This day began with Strong
winds and heavy Seas from
E by N heading by the wind
N by E at 3 So no take in
Mainsail and flying Jib
Latter part Calm at So 10
A no Lamened the sails
Down So Ends this day
Lat 29. 45. Long 64.27

Monday August 7. 1882
This day began with Calm
Latter part Calm at day bile
began with main
gaff and Jib at 7 finished
rest of the time Employed
Ship duty So Ends this
day Lat 29.51. Long 64.55

Tuesday August the 8. 1882
this day began with squally
Weather from N W & W. Steered
Course W S W. Latter part the
same at 9 A M. Strong squalls
from S W. Steered S W
by W at 10 A M. Set the
Mainsail and Gaff topsail
at 11 Take in Mainsail So
Ends this day Lat 30.48. Long 66.02

Wednesday August
the 9. 1882 This day began with
Strong Winds from W S W
latter part the same steering
S W by W at day lite Set the
Mainsail So Ends this day
Lat 31.57. Long 68.00

Thursday August 10. 1882
this day began with Strong
Winds and squally Weather
from W S W Steering S W
at Sundown double reef
the Mainsail latter part fine
Weather from W S W Steering
S W by W all Sail Set Employed
Ships duity So Ends this day
Lat 33.20. Long 69.50

Friday August the 11. 1882
this day began with fine
Weather Steering S W latter
part Calm, the Watch Employed
over hauling out rigging and
repairing Mainsail
So Ends this day 69.59.
Lat 34.07. Long 69.59

Saturday August 11. 1883
This day began with Calm all
Sails lowered down Latter part
light breezes from S & S Steered
Course E S E ½ E. The watch employed
Scraping fore mast one Steam-
and 2 sails in sight so Ends
Lat 34.22. Long 70:13

Sunday August 12. 1883
This day began with light airs
from S S E. Steering E N E
at 3. P.M. finished Scraping
and hauled in few dallphins
Latter part the same 2 sails in
sight so Ends this day
Lat 34.32. Long 70.45.

Monday August 14. 1883
This day began with light
airs from S S E Course E N E
2 Sails in sight Latter part
much the same wet day Lit
Commenced Scraping
Fore Main mast at Noon
finished so Ends this day
Lat 35.05. Long 71.10

Tuesday August 15. 1883
This began with light winds
from the Southed steering
E N E ½ E 2 sails in sight at
3 P.M finished Scraping
fore fore mast latter part
squally from the westward
at 6 lot on passed a Steamer
Steering N by W in gulf
Lat. 36.15 Long 71.17

Wednesday August 16. 1882
This day began with light winds and squally weather from S W Steering Course E by N under double reef fore sail and reef Fore and Aft sail latter part fresh breezes and rainy thunder and lightning at 8 A.M. more moderate made all sail We ends This This day Lat 40.26 Long 72.04

Thursday August 17. 1882
This day began with strong winds and heavy seas from S W Steering Course E by N under double reef fore sail and reef Fore and Aft sail latter part fresh breezes and rainy thunder and lightning at 8 A.M. more moderate made all sail We ends This This day Lat 40.26 Long 72.04

Friday August the 18. 1882
This day began with fresh breezes and heavy seas the watch employed cleaning ship at 4 P.M. sighted the land and kept off the Chains at Dark sighted the light house light, part strong winds from the Northward at 6. P.M. to the pilot - So ends this day

Saturday August 19. 1882

This day began with light
winds from E.S.E & beating
up through the sound
at 3. P.M. got up to the wharf
& m.d. made the vessel fast
So Ends this voage

Bauta. Jan. 4th. 1882.
This day sold . 8. gals. of sperm oil.

St Iago. Jan 12th. 1882. sold 2 gals sperm

St Vincent Feb. 28th 1882. 1 gal. S. Oil to BKJ. Cushman.

March Sunday the 12 . . 1882
got out 1 bbl of flour

Friday April the 14 . 1882
opened 1 cask of Beef . 4 . B.

Beef Mon 13

March Monday 13. 1882. 1 bbl beef